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MINISTRY OF INFORMATION

SHORT GUIDE TO SOME

# **AGENCIES**

OF

# INTERNATIONAL CO-OPERATION

N.B.—This document in intended for reference purposes. Its origin should not be stated. In using it readers are asked to bear in mind the date of issue

January, 1945.

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## Short Guide to some Agencies of International Co-operation

INTRODUCTION

The modern tendency to increase organised relations between States has led to the development of machinery for such relations over and above the standard equipment of Ministries of Foreign Affairs, diplomatic and consular services and Ministries of Commerce. This development has undergone a phase of expansion during the present war even more marked than that of the war of 1914-1918. In the inter-war period, also, some important new organs of collaboration between nations were developed which have survived.

So prolific has been the growth of new agencies of international co-operation that an up-to-date guide to them has become a need. The present Short Guide is intended as a contribution to supplying that need. It is, of course. subject to the limitations imposed by security considerations and by the wartime difficulties of obtaining full and up-to-date information. It is confined to bodies on which governments are represented as such, or which are actual government organs, and even in this field does not attempt to be exhaustive. Its form and content have been determined by practical rather than by logical considerations. It includes not only international bodies but also national bodies or organs whose main functions are concerned with external relations. It omits the standard machinery of Ministries of Foreign Affairs and of Commerce, and other Ministries, but includes certain organs and offices set up by them. Agencies specifically concerned with co-operation between the nations of the British Commonwealth are not included. (On The Machinery of Imperial. Co-operation, see separate note, R. 62 of 22. 4. 44.) A few agencies are included which have recently been dissolved but to which users may like to have a reference. These are enclosed in square brackets.

In the particulars given about each agency, the practical needs of users have again been the criterion and the aim has been strict compression to the minimum necessary to indicate scope and nature. On some of the agencies separate notes have already been issued (Some Outstanding Points from the Final Act of the United Nations Conference on Food and Agriculture, 30.6.44, Q. 2819; Food and Agriculture, 30.12.43, Q. 4950; First Report to the Governments of the United Nations by the Interim Commission on Food and Agriculture, 13.9.44, R. 332; Education, 8.1.44, Q. 5063; and Supplement, 18.6.44, R. 152; The I.L.O., 20.3.44. R. 7; Middle East Supply Centre, 11.11.42, Q. 547; U.K. Commercial Corporation, 20.3.44, Q. 5712; The Background to the U.N.R.R.A. Conference, 5.11.43, Q. 4406; U.N.R.R.A.: Work of the First Session, 4.1.44, Q. 4989; What U.N.R.R.A. has been doing since the First Council Meeting, 19.9.44, R. 341; The Second Council Meeting of U.N.R.R.A., 11.11.44, R. 453.) It has been thought that it would best suit users to have the form and order of the particulars uniform throughout as far as possible.

In a short guide of this kind explanation of how different pieces of machinery fit together can hardly be covered by more than a few passing indications in the information on particular agencies. The agencies are given in alphabetical order of their titles, not on any systematical grouping. Some description of inter-relations has been given in the separate notes referred to above, and was also attempted in a more general way at an earlier date in the notes on *United Nations Co-operation*, III: Planning and Direction of the War, 17.4.43, Q. 2126; IV: Pooling of Resources, 13.8.42, P. 9640, and V: Post-War Co-operation, 25.7.42, P. 9357, and United Nations Co-operation: A Good Augury for the Future, 7.8.43, Q. 3294.

### ALLIED ADVISORY COUNCIL FOR ITALY

Rome

Countries represented: France, Greece, Union of Soviet Socialist Republics, United Kingdom, United States of America, Yugoslavia.

Members: Couve de Murville (France); Georges Exindaris (Greece); General Vasiliev (U.S.S.R.); Sir Noel Charles, K.C.M.G. (U.K. member with rank of Ambassador); Alexander Kirk (U.S. member with rank of Ambassador); Dr. Smodlaka (Yugoslavia).

Members have deputies to act for them in their absence, and take the chair in rotation.

The Allied Advisory Council for Italy was established as a result of decisions reached at the Three-Power Conference in Moscow in October, 1943. Provision was made for the representation in the first instance of the U.K., U.S. and Soviet Governments and for the F.C.N.L., and for the addition of representatives of Greece and Yugoslavia.

The headquarters of the Council were first established in Algiers (where the opening meeting was held on November 30, 1943) and were transferred to Italy in April, 1944.

The Council deals with day-to-day questions, other than military preparations, and members individually or collectively forward recommendations, designed to co-ordinate Allied policy with regard to Italy, to the Governments concerned and to the Supreme Allied Commander, Mediterranean.

### ALLIED COMMISSION FOR ITALY

Rome

Countries represented: United Kingdom, United States of America, (The Soviet Government and French Provisional Government are represented on the Commission by a Soviet and French member.)

Members: President, Supreme Allied Commander, Mediterranean, Field Marshal Sir Harold Alexander, G.C.B., C.S.I., D.S.O., M.C. He has delegated his functions as President to the Acting President, the Rt. Hon. Harold MacMillan, M.P., who is, in effect, the Acting Head of the Commission. Under him is the Chief Commissioner, Commodore Ellery Stone, U.S.N.R.

Creation and purpose: The Allied Armistice with Italy provided for a Control Commission to regulate and execute the terms of the Armistice under the direction of the Supreme Allied Commander. On November 10, 1943, General Eisenhower announced the establishment of the Allied Control Commission for Italy to assume "the duty of carrying out the terms of the Armistice and of aligning Italian economy in complete support of the United Nations' fight against Germany."

In an official statement issued in London and Washington on September 26, 1944, Mr. Churchill and President Roosevelt jointly announced that an increasing measure of control would be gradually handed over to the Italian administration, subject to that administration proving that it could maintain law and order and the regular administration of justice. To mark this change, the Allied Control Commission would be re-named the Allied Commission.

Organisation: The personnel of the Commission is roughly 50 per cent American and 50 per cent British. Originally it was entirely military except for the members of the Political Section and a limited number of experts in the Economic Section. Present policy, however, is to assign civilian experts of both nationalities to the Commission to provide for the time when the Allied Military Authorities may wish to transfer the functions of the Commission to civilian agencies of the Allied Governments.

Originally, Allied Military Government (A.M.G.) and the Commission were separate entities; the former under the direct command of the Allied Commander in Italy, the latter under the Supreme Allied Commander in Algiers. In the re-organisation of the Commission in January 1944, the headquarters and general staffs of the two organisations were combined and made identical. They are now known as AMG/AC in Italy.

The distinction between the two branches of the new combined organisation AMG/AC is briefly that A.M.G. functions in territory in forward areas behind the Allied lines, while the Commission functions in that territory more remote from the front line which it has been possible to restore to Italian administration. The relationship of the Commission to the Italian Government is one of supervision and guidance rather than one of direct administration as in the case of A.M.G.

### ALLIED SUPPLY COUNCIL IN AUSTRALIA

Century Building, 125 Swanston Street, Melbourne, Australia

Countries represented: Australia, the Netherlands, United States of America.

Members: Chairman, Australian Minister of Supply and Shipping; Deputy Chairman, a representative of the U.S. Government.

The Allied Supply Council was set up in January 1942 to report to a standing committee of the Australian War Cabinet, which confers with representatives of the Allied Governments concerned when matters of supply policy are under consideration. Its functions are to co-ordinate information with respect to the Commonwealth's productive capacity and to adjust the requirements of the forces and those of the civil population.

#### **ALLIED WORKS COUNCIL**

271 Collins Street, Melbourne, Australia

Countries represented: Australia, the Netherlands, United States of America.

Members: J. Curtin, Prime Minister of Australia; Australian Minister of the Interior; the Council has both Australian and U.S. members.

The Allied Works Council was founded on February 15, 1942, after the fall of Malaya, to co-ordinate defence construction in Australia. It functions through a series of Directorates in the different States, and there is a weekly Council meeting to decide policy.

The Allied Works Council has undertaken all the construction work required by the Australian, Netherlands and U.S. forces, as well as building the new graving dock in Sydney, aerodromes, roads, railways, etc.

### ANGLO-AMERICAN CARIBBEAN COMMISSION

Otis Building, 810 Eighteenth Street, N.W. Washington

United Kingdom members: Chairman, Sir Frank Stockdale, K.C.M.G., C.B.E.; Sir John Macpherson, K.C.M.G.; the third British member is appointed ad hoc according to problems under discussion.

United States members: Chairman, Charles W. Taussig; Rexford G. Tugwell; Coert du Bois.

As a result of an exchange of notes between the two Governments on March 9, 1942, a joint communiqué issued by the U.K. and U.S. Governments announced the creation of the Anglo-American Caribbean Commission. The Commission functions both as a joint international Commission and as two separate sections, the British Section and the American Section. The British Section works closely with the Colonial Office in London and the Development and Welfare Organisation in the West Indies. The American Section is an integral part of the U.S. Department of State. A permanent secretariat has been established with American and British co-Secretaries with offices in Washington.

The Commission consists of six members, three appointed by the U.S. President, and three by the U.K. Government, two of whom are appointed permanently, the third ad hoc, according to problems under consideration. Mr. Taussig and Sir Frank Stockdale are co-chairmen. The headquarters of the British co-chairman is in Barbados.

The Commission was created for the purpose of encouraging and strengthening social and economic co-operation between the U.K. colonies in the area known politically and geographically as the Caribbean, and the United States and its possessions and bases in the same area; and to avoid unnecessary duplication of research in these fields. The Commission serves in an advisory capacity to the U.K. and U.S. Governments. It concerns itself primarily with matters pertaining to labour, agriculture, housing, health, education, social welfare, finance, economics and related subjects. Where the Commission's advice requires administrative action, it works with the appropriate Governments or U.S. agencies that have administrative responsibility in regard to the problem in question.

In January 1944, the British and U.S. Governments agreed that a regular system of West Indian Conferences should be inaugurated under the auspices of the Commission. Each British and American territory, or group of territories, is entitled to send delegates. The Conference is a standing body with a central secretariat. Its function is purely advisory.

The first Conference was held at Barbados in March 1944. The first report of the Caribbean Commission, covering the period from March 1942 to the end of 1943, was issued in January 1944. The Commission records measures taken to stimulate local food production, to survey and stimulate the extension of fisheries, to review sugar production and storage in the light of world requirements.

In 1942 the West Indian Schooner Pool was organised with the assistance of the Commission. In 1943 agricultural workers from Jamaica and the Bahamas were brought to the United States under the auspices of the Commission to remedy labour shortage in the United States and alleviate unemployment in the Caribbean areas. Long term measures, covering health, housing,

agricultural and industrial planning have also been considered by the Commission.

#### CARIBBEAN RESEARCH COUNCIL

Countries represented: The Netherlands, United Kingdom, United States of America.

The establishment of the Council was announced at a meeting of the Caribbean Commission on August 17-21, 1943. The Caribbean Commission, with the consent of the respective governments, appoints not less than 7 and not more than 15 members of the Council to represent the three countries.

The functions of the Council are to recommend what public research shall be undertaken, to survey needs, to arrange for the dissemination of results of research and for conferences between research workers.

A sectional Committee of the Council, composed of members of the Council nominated by the Commission and such other members as the Commission invites, has been set up to deal with nutrition, agriculture, and fisheries research.

### BRITISH SUPPLY COUNCIL IN NORTH AMERICA

Washington

Members: Chairman, Rt. Hon. Ben Smith, M.P.; Hon. R. H. Brand (U.K. Treasury Delegation); Sir Richard Fairey (British Air Commission); Hon. C. D. Howe (Canadian Minister for Munitions and Supply); M. I. Hutton (Acting Head, British Food Mission); A. S. Le Maitre (British Admiralty Delegation); W. O. Hart (British Merchant Shipping Mission); Lt.-Gen. G. N. Macready, C.B., C.M.G., D.S.O., O.B.E., M.C. (British Army Staff); Sir Henry Self, K.C.M.G., K.B.E., C.B. (Combined Production and Resources Board and British Raw Materials Mission); General Sir Walter Venning (British Ministry of Supply Mission); Rear Admiral J. W. A. Waller (British Admiralty Delegation); Air Marshal Sir William L. Welsh, K.C.B., D.S.C., A.F.C. (Royal Air Force Delegation).

The British Supply Council was set up in January 1941, to deal with issues of policies concerning supply. The three supply Ministries retained their separate organisations in the United States for dealing with their supply requirements and the head of each of these organisations is a member of the Council.

Early in 1943 the British Civil Secretariat in Washington was established to work in conjunction with the Council. It occupies a position in relation to the Ambassador, the Minister Resident for Supply and the heads of the U.K. Missions in Washington analogous to that of the Civil War Cabinet Secretariat in relation to Ministers.

### CENTRAL BUREAU FOR THE INTERNATIONAL MAP OF THE WORLD ON THE SCALE OF ONE IN A MILLION

Ordnance Survey Office, Southampton, England

Countries represented in 1938: Anglo-Egyptian Sudan, Argentina, Australia, Austria, Belgium, and the Belgian Congo, Bolivia, Bulgaria, Canada, Chile, China, Czechoslovakia, Denmark, Dominican Republic, Ecuador,

Egypt, Eire, Estonia, Finland, France, French Colonies, Germany, Greece, Honduras, Hungary, India, Italy, Japan, Latvia, Lithuania, Monaco, the Netherlands, Netherlands Indies, New Zealand, Norway, Peru, Poland, Portugal, Portuguese Colonies, Rhodesia, Roumania, Siam, Spain, Sweden, Switzerland, Union of South Africa, United Kingdom, United States of America, Uruguay, Venezuela, Yugoslavia.

The plan for preparing a uniform map of the world was recommended, by the Geographical Congresses of 1891, 1895 and 1908, and accepted at the London International Conference convened by the British Government in November 1909. The work was begun on the basis of this Convention to which a large number of states adhered. At the Second International Conference held at Paris, December 1913, it was decided to found a permanent Central Bureau. The scheme was delayed by the war and the activities of the Bureau were only resumed in 1920. The purpose of the Bureau is to publish a topographical map of the world on a uniform scale and system for all maps. It normally publishes an annual report and organises the interchange of information and copies of completed maps.

### [COMBINED AGENCY MIDDLE EAST SUPPLIES'

Offices in Washington, New York and Cairo

Countries represented: United Kingdom, United States of America.

Members: Allen Christelow (British Civil Secretariat); John Dawson (U.S. Foreign Economic Administration); Fred Winant (U.S. Department of State).

The Combined Agency Middle East Supplies was established on October 1, 1943, as the licensing agency for Middle East shipments. The terms of reference of the Combined Agency are contained in a series of letters exchanged between the U.S. Department of State and the British Minister in Washington. In addition to its licensing operations the Combined Agency arranged the preparation and presentation of Middle Eastern civilian requirements to the War Production Board and other supply authorities. It took over the shipping controls previously exercised by the U.K.C.C. Mission in New York. A branch was established at Cairo on January 1, 1944, consisting of U.K. and U.S.A. representatives. In the spring of 1944 it was agreed that shipping arrangements for Aden, Cyprus, Palestine and Trans-Jordan, previously handled by the British Colonies Supply Mission, would be taken over by the New York office of C.A.M.E.S. The Agency was formally terminated on October 1, 1944.]

### COMBINED CHIEFS OF STAFF COMMITTEE

Combined Chiefs of Staff Building, Nineteenth Street and Constitution Avenue, N.W. Washington

Countries represented: United Kingdom, United States of America.

United Kingdom members: Field Marshal Sir Henry Maitland Wilson, G.B.E., K.C.B., D.S.O.; Admiral Sir Percy Noble, G.B.E., K.C.B., C.V.O.; Lt.-Gen. G. N. Macready, C.B., C.M.G., D.S.O., O.B.E., M.C.

(Chief of British Army Staff); Air Marshal Sir William L. Welsh, K.C.B., D.S.C., A.F.C.

United States members: Admiral William D. Leahy (Chief of Staff to the Commander-in-Chief of the U.S. Army and Navy); General George C. Marshall (Chief of Staff, U.S. Army); Admiral E. J. King (Commander-in-Chief, U.S. Fleet and Chief of Naval Operations); General H. H. Arnold (Commanding General, Army Air Forces).

The creation of the Combined Chiefs of Staff Committee was announced by Mr. Churchill in the House of Commons on January 27, 1942, and by the U.S. War Department on February 6, 1942. The Committee works to ensure complete co-ordination of the war effort of the United Kingdom and the United States, including the production and distribution of war supplies, and to provide for full British and American collaboration with the United Nations now associated in the prosecution of the war against the Axis powers. Operating under the Committee are the Combined Staff Planning Committee, the Combined Intelligence Committee, and the Combined Civil Affairs Committee.

### COMBINED COMMITTEE ON AIR TRAINING IN NORTH AMERICA

Washington

.Countries represented: Canada, United Kingdom, United States of America. Other United Nations have the right to make representations.

Chairman: U.S. representative.

The Combined Committee was established after the Ottawa Conference of May 1942. It deals with all air training questions, considers the standardisation of methods and the most effective use of air training facilities in North America. Its function is advisory.

#### COMBINED FOOD BOARD

Washington; Council in London

Countries represented: Canada, United Kingdom, United States of America.

Canadian member: Hon. J. G. Gardiner (Minister of Agriculture); Deputy, G. S. H. Barton.

United Kingdom member: (To be designated); Deputy, M. I. Hutton, British Food Mission.

United States member: Judge Marvin Jones (U.S. War Food Administrator); Deputy, Lee Marshall.

Chairman: Claude R. Wickard (U.S. Secretary of Agriculture).

Creation and purpose: The creation of the Combined Food Board was announced by the U.S. President and the U.K. Prime Minister on June 9, 1942. At the end of October 1943, the Prime Minister of Canada was invited by the President and the Prime Minister to appoint a Canadian representative to join the Board. The function of the Board is to co-ordinate

and obtain a planned and expeditious utilisation of the food resources of the United Nations.

Activities: The Board considers, investigates and formulates plans with regard to any question relating to the supply, production, transportation, allocation or distribution, in or to any part of the world, of foods, agricultural materials from which foods are derived, and equipment and non-food materials ancillary to the production of such foods and agricultural materials.

It works in collaboration with others of the United Nations towards the best utilisation of their food resources, and, in collaboration with the interested nation or nations, formulates plans and recommendations for the development, expansion, purchase, or other effective use of their food resources.

The principal instrument of the Board in London on matters coming before it is the London Food Council, Chairman, Mr. W. Mabane, M.P., Parliamentary Secretary to the Ministry of Food. The London Council is responsible for putting to the Board a complete programme of supplies and requirements for the British Empire (except Canada) and for some purposes it also covers other countries in the Eastern Hemisphere.

Committees of the Board have been set up in Washington to deal with the following commodities: oils and fats, meat and meat products, dairy and poultry products, sugar, rice, agricultural seeds, spices, cocoa and coffee, fertilisers (joint with Combined Raw Materials Board), import programmes of the United Nations, cereals other then rice, pulses, vitamins, fruit and vegetables, agricultural and food machinery (joint with Combined Production and Resources Board), fish and fish products, tobacco, dehydration. In London there are Committees on tea and U.K. agricultural production.

On January 19, 1945, the U.S. President and the Prime Ministers of Great Britain and Canada announced their decision to maintain the Combined Food Board until the end of the Japanese War.

### COMBINED MUNITIONS ASSIGNMENT BOARDS

London and Washington

Countries represented: United Kingdom, United States of America.

London Board: Chairman, Rt. Hon. O. Lyttelion, D.S.O., M.C., M.P. (U.K. Minister of Production); U.K. and U.S. representatives of the three Services.

Washington Board: Chairman, Harry L. Hopkins (U.S.A.); U.K. and U.S. representatives of the three Services.

Creation and purpose: The creation of the Combined Munitions Assignment Boards was announced by the U.S. President and the U.K. Prime Minister on January 27, 1942. The entire munition resources of the United Kingdom and the United States were deemed to be in a common pool, about which the fullest information would be interchanged and from which assignments, both in quantity and priority, would be made to the United Nations in accordance with strategic needs.

Activities: The Boards serve as supporting agencies to the Combined Chiefs of Staff Committee, to which they submit information on the entire munition resources of the United Kingdom and United States and translate such resources of the forces and their material reserves. They keep the

estimates up to date in the light of war developments and also of variations in production achievements and prospects, as ascertained through effective liaison with the supply authorities.

The London Board deals with assignment of U.K. production and the requirements of the British Empire, European Allies and Neutrals, Africa (excluding French North Africa), Middle East, Persia/Iraq and Turkey. It also allocates assignments made to the United Kingdom from United States, Canadian, Indian and Australian production.

The Washington Board deals with assignments of U.S. production and the requirements of the Americas (excluding Canada), China and French North Africa. (This division of responsibility may vary in accordance with changing strategy and production planning, e.g. air requirements for Canada, Australia and New Zealand are dealt with in Washington.)

Committees of the Boards advise on all munition assignments, both in quantity and priority, to the United Kingdom and the United States and to other of the United Nations in accordance with strategic needs.

#### COMBINED PRODUCTION AND RESOURCES BOARD

Washington; Committee in London .

Countries represented: Canada, United Kingdom, United States of America.

Canadian member: Hon. C. D. Howe (Minister of Munitions and Supply); Deputy, G. E. Bateman.

United Kingdom member: Rt. Hon. O. Lyttelton, D.S.O., M.C., M.P. (Minister of Production); Deputy, Sir Henry Self, K.C.M.G., K.B.E., C.B.

United States member: Julius A. Krug (Chairman, War Production Board); Deputy, C. E. Wilson (represented by W. L. Batt).

London Committee: United Kingdom member, Rt. Hon. O. Lyttelton, D.S.O., M.C., M.P. (Minister of Production); United States member, Philip Reed (representing J. A. Krug).

Creation and purpose: The creation of the Combined Production and Resources Board was announced by the U.S. President and the U.K. Prime Minister on June 9, 1942. On November 10, 1942, by agreement of the U.S. President, the U.K. Prime Minister and the Canadian Prime Minister, the Board was expanded to include a Canadian member.

The functions of the Board are to combine the production programmes of the United States, the United Kingdom and Canada into a single integrated programme, adjusted to the strategic requirements of the war, as indicated to the Board by the Combined Chiefs of Staff, and to all relevant production factors; to take account of the need for maximum utilisation of the productive resources available to the United States, the British Commonwealth of Nations and the United Nations, the need to reduce demands on shipping to a minimum, and the essential needs of the civilian population; in collaboration with the Combined Chiefs of Staff, to assure the continuous adjustment of the combined production programme to meet changing military requirements.

Activities: Standing Sub-Committees of the Board have been set up to deal with trucks, non-military supplies, medical supplies, textiles, tyre and tyre fabrics, machine tools, public utilities, and, jointly with the Combined Raw Materials Board, with steel, copper, aluminium and magnesium, conservation measures, coal, pulp and paper, footwear, leather and hides. On August 9, 1944, the formation was announced of a Transportation Equipment Committee to survey the rail, port and inland waterway transportation needs in liberated areas during the relief period and to make recommendations to the Board as to how these needs can best be met from the combined productive capacity available; also, jointly with the Combined Food Board, the Agricultural and Food Machinery Committee.

Co-ordination of British Commonwealth requirements of non-munitions is first effected through the Commonwealth Supply Council (q.v.) in London. There is also a London Committee of the Board which has a Conservation Sub-Committee, and a Sub-Committee which co-ordinates arrangements for the supply of petrol containers from U.K. production; there is also a London Coal Committee corresponding to the Coal Committee in Washington. In other cases the work in London corresponding to that of the Sub-Committees in Washington is carried out by informal/meetings.

On the recommendation of the C.P.R.B. the Combined Chiefs of Staff approved the setting up of the Combined Shipbuilding Committee with representatives of the U.S. Navy Department, Admiralty, Royal Canadian Navy, U.S. War Department, Maritime Commission, War Production Board and Department of Munitions and Supply, Canada.

The Board arranges for such conferences among U.S., U.K. and Canadian personnel as it may from time to time deem necessary or appropriate to study particular production needs. It utilises the Joint War Production Staff in London, the Combined Raw Materials Board, the Joint Aircraft Committee and other existing combined or national agencies for war production in such manner and to such extent as it deems necessary.

On January 19, 1945, the U.S. President and the Prime Ministers of Great Britain and Canada announced their decision to maintain the C.P.R.B. until the end of the Japanese War.

### COMBINED RAW MATERIALS BOARD

Washington

Countries represented: United Kingdom, United States of America.

United Kingdom member: Sir Henry Self, K.C.M.G., K.B.E.,
C.B. (acting under the instruction of Rt. Hon. O. Lyttelton, Minister of Production).

United States member: W. L. Batt.

Creation and purpose: The creation of the Combined Raw Materials Board was announced by the U.S. President and the U.K. Prime Minister on January 26, 1942. The functions of the Board are (1) to plan the best and speediest development, expansion and use of the raw material resources under the jurisdiction or control of the U.K. or U.S. Governments, and to make the recommendations necessary to execute such plans; (2) in collaboration with others of the United Nations, to work towards the best utilisation

of their raw material resources, and in collaboration with the interested nation or nations, to formulate plans and recommendations for the development, expansion, purchase or other effective use of their raw materials.

Activities: The activities of the Board include over-all review of the supply and requirements position of the United Nations for the major critical and essential raw materials, allocations of supplies of scarce raw materials among the United Nations when necessary, recommendations aimed at expanding supplies and conserving the use of raw materials in short supply, co-ordinating the purchasing activities of the United Kingdom and United States in foreign raw material markets, and the adjustment of day-to-day raw material problems which have been referred to or initiated by the Board.

The improving supply position of some raw materials has brought before the Board a new range of problems, in assessing the extent to which conservation measures can be relaxed or production cut back. For some materials it has been possible to reduce the extent of the Board's activities but an over-all review of the supply and requirements position is maintained.

Since the end of 1943 the Board has also (in common with other Boards) widened its functions to include responsibility for making such allocations as may be necessary to meet the raw material requirements of territories to be liberated from the enemy.

Co-ordination of Empire (other than Canadian) requirements is handled through the Commonwealth Supply Council (q.v.) in London and for some purposes this also covers other countries in the Eastern Hemisphere.

The interests of Canada are represented on the Board by the U.S. member. The Board's decisions are made after consultation with the appropriate government agencies in the two countries, and it relies on the operating agencies of both countries to implement its decisions. Through the Board's Advisory Operating Committee, on which are represented U.S. and U.K. agencies concerned with raw material and shipping problems, a machinery is provided for discussion of raw material problems requiring co-operative action by the operating agencies of the two countries.

Committees of the Board have been set up in Washington to deal with the fellowing commodities: rubber (joint with the Office of Rubber Director, Washington); fertilisers (joint with the Combined Food Board); steel; copper; aluminium and magnesium; conservation; coal; footwear, leather and hides (all joint with the Combined Production and Resources Board).

On January 19, 1945, the U.S. President and the Prime Ministers of Great Britain and Canada announced their decision to maintain the Board until the end of the Japanese War.

### COMBINED SHIPPING ADJUSTMENT BOARDS

London and Washington

Countries represented: United Kingdom, United States of America.

London Board

United Kingdom member: Rt. Hon. Lord Leathers, C.H. (Minister of War Transport).

United States member:

### Washington Board .

United States member: Admiral Emery S. Land (War Shipping Administrator).

Acting United Kingdom member: W. O. Hart (Head of the British Merchant Shipping Mission).

Creation and purpose: The creation of the Combined Shipping Adjustment Boards was announced by the U.S. President and the U.K. Prime Minister on January 26, 1942.

The function of the Boards is to adjust and concert in one harmonious policy the work of the U.S. War Shipping Administration and the U.K. Ministry of War Transport, since in principle the shipping resources of the two countries are deemed to be pooled.

Activities: The Boards co-ordinate the activities of the U.S. and U.K. agencies concerned with shipping in Washington and London respectively; establish the principles pursuant to which programmes for the use of available tonnage are to be prepared; integrate the programmes prepared by the U.S. War Shipping Administration and the U.K. Ministry of War Transport for the areas for which they are respectively responsible; make transfers of tonnage when necessary between the pools of tonnage administered by the War Shipping Administration and the Ministry of War Transport; provide a medium for the constant interchange of statistical and other information with respect to shipping; advise the other Combined Boards and Bodies and the U.S. and U.K. services and Supply Departments as to the tonnage which is available and the competing demands upon it, and suggest ways and means whereby they can assist in its most effective employment; and confer with representatives of the Governments of the other United Nations from time to time as may be necessary to attain common purposes and provide for the most effective utilisation of their joint shipping resources in the war effort of the United Nations.

#### COMMONWEALTH SUPPLY COUNCIL

#### London

Countries represented: Australia, India, New Zealand, Southern Rhodesia, Union of South Africa, United Kingdom.

Members: Chairman, Rt. Hon. O. Lyttelton, D.S.Q., M.C., M.P. (U.K. Minister of Production); U.K. Secretaries of State for the Dominions, Colonies and India; President of the Board of Trade; the High Commissioners in the United Kingdom for Australia, New Zealand, Southern Rhodesia and the Union of South Africa, and a representative of India. Canada sends an observer.

The Commonwealth Supply Council was set up in October 1942 to coordinate, within the framework of combined planning, problems of production and requirements (including requirements from North America) of raw materials (other than fuel and foodstuffs) and of finished goods arising within the Commonwealth (excluding Canada). Problems are then presented to the Minister of Production for integration with production requirements either

of the United Kingdom, or through the Combined Production and Resources Board (q.v.), of North America.

There are Committees of the Council on Munitions, Non-Munitions, Raw Materials (this Committee has taken over the functions of the Empire Clearing House), Machine Tools and Railway Equipment.

Early in 1943 the Principal Commonwealth Supply Committee was set up to perform parallel functions in Washington.

### CONFERENCE OF MINISTERS OF EDUCATION OF ALLIED GOVERNMENTS

Secretariat: 3 Hanover Street, London, W. 1.

Countries represented by delegates or observers: Australia, Belgium, Canada, China, Czechoslovakia, France, Greece, India, Luxembourg, the Netherlands, New Zealand, Norway, Poland, Union of South Africa, Union of Soviet Socialist Republics, United Kingdom, United States of America, Yugoslavia.

Chairman: Rt. Hon. R. A. Butler, M.P. (U.K. Minister of Education).

Creation and purpose: The Conference first met in November 1942. The primary purpose was to exchange views on educational questions affecting the Allied countries of Europe during the war and in the post-war period and to assess what help would be needed to restore the educational systems of the occupied countries. It soon became evident that the problems under discussion extended beyond Europe and affected the United Nations as a whole and the United States, the Soviet Union, China, the Dominions and India therefore participated by sending observers.

Activities: The Conference has met regularly at bi-monthly intervals. Four Commissions of the Conference have been working on specific problems related to education: (1) Commission on Cultural Conventions (Chairman, M. Jules Hoste, Belgium) has submitted a report with a draft model convention; (2) Books and Periodicals Commission (Chairman, Professor Ernest Barker, U.K.) is planning the supply of British books and periodicals to the liberated countries of Europe and an Inter-Allied Book Centre for housing accumulated stocks of these was opened in London by the U.K. Minister of Education in September 1944; (3) Scientific and Laboratory Equipment Commission (Chairman, Dr. E. F. Armstrong, U.K.); (4) Commission on Broadcasting, Films and Similar Aids (Chairman, Dr. Juraj Slavik, Czechoslovakia); (5) Basic Scholastic Equipment Commission (Chairman, Dr. Alf Sommerfelt, Norway); (6) Commission on the Protection and Restitution of Cultural Material, Professor Vaucher, France.

In October 1943, the Conference established an Executive Bureau composed of 11 members under the chairmanship of M. Jules Hoste, Belgium; this Bureau holds its meetings bi-weekly.

In April 1944, a tentative constitution for a United Nations' Organisation for Educational and Cultural Reconstruction was drafted at two open meetings convened by the Conference and an American Education Delegation and submitted to the Governments of the United Nations and those nations associated with them.

#### EASTERN GROUP SUPPLY COUNCIL

Simla, India

Countries represented: Australia, India, New Zealand, Union of South Africa, United Kingdom. The Dutch also nominated a representative shortly before the loss of the N.E.I.

Chairman: J. F. Harrison (U.K.).

The Eastern Group Supply Council was set up at the beginning of 1941 following the recommendations of the Delhi Conference. The purpose of the Council was to ensure that the fullest use was made of Eastern Group Countries' resources in meeting the requirements of military theatres in that zone. The Council, however, played no part in meeting military requirements for oil, food and petrol.

Loss of territories in the Far East and the repercussion of the Japanese war on Australia and New Zealand, whose own pressing requirements greatly reduced the contribution that their countries could make to meet the needs of theatres elsewhere in the Group, inevitably had a restrictive effect upon the Eastern Group Supply Council's activities, and furthermore, the knowledge and experience of Group Countries' capacity which had been gained since the Council's inception made it unnecessary to continue the somewhat elaborate system of allocation whereby orders to meet requirements were assigned to Group Countries.

Accordingly in 1943 the position was reviewed and it was finally agreed that the Council should continue to exist as a shadow body because it was felt that some such organisation might be of value on reoccupation of the Far East. It was arranged that a small Ministry of Supply Mission should take over the ordinary work of the Council, and, in close conjunction with the Central Provision Office, should fulfil the allocation functions previously carried out by the Council.

[\* The Central Provision Office (C.P.O.) is the Army Body in Simla, responsible to the War Office, which co-ordinates the requirements of Eastern Group Theatre, and which now, under Ministry of Supply Mission guidance, allocates demands.]

### EMERGENCY ADVISORY COMMITTEE FOR POLITICAL DEFENCE —AMERICAN REPUBLICS

Countries adhering: The 21 American Republics members of Pan-American Union.

The Committee was set up by a decision of the third Meeting of American Ministers of Foreign Affairs, Rio de Janeiro, January 1942, according to which the Governing Board of the Pan-American Union should, by March 1, 1942, appoint seven members to form this Committee, and, in consultation with the Governments of the American Republics, should determine its functions and regulations and fix its expenditure. Among the Committee's functions are (1) to control aliens dangerous to the security of the American Republics;

(2) to regulate transit across the national boundaries; (3) to prevent political aggression by means of the control of propaganda, censorship, and the punishment of sabotage.

#### EUROPEAN ADVISORY COMMISSION

Lancaster House, London, S.W.

Countries represented: France, Union of Soviet Socialist Republics, United Kingdom, United States of America.

Members: R. Massigli (French Ambassador in London); F. Gousev (Soviet Ambassador in London); Sir William Strang, K.C.M.G., C.B., M.B.E. (U.K.); J. G. Winant (U.S. Ambassador in London).

The European Advisory Commission was set up by decision of the Moscow Conference in October 1943, to ensure the closest co-operation between the British, Soviet and United States Governments in the examination of European questions arising as the war developed. On November 11, 1944, the Provisional Government of France was invited to become a full and permanent member of the Commission. The task of the Commission is to study such questions as may be referred to it and to make joint recommendations to the Governments which it represents.

### FOREIGN ECONOMIC ADMINISTRATION— UNITED STATES

Washington.

Administrator: Leo T. Crowley.

Creation and Authority: The Foreign Economic Administration was established by an Executive Order of September 25, 1943, to unify and consolidate governmental activities relating to foreign economic affairs. The following were transferred to the Administration, the Office of Lend-Lease Administration, the Office of Foreign Relief and Rehabilitation Operations, the Office of Economic Warfare, the United States Commercial Company, Rubber Development Corporation, Petroleum Reserves Corporation, the Export-Import Bank of Washington, the foreign economic operations of the Office of Foreign Co-ordination and the foreign procurement activities of the Commodity Credit Corporation. The Order authorised that "the powers and functions of the Administration shall be exercised in conformity with the foreign policy of the United States as defined by the Secretary of State." It further provided that "as soon as military operations permit, the Administration shall assume responsibility for and control of all activities of the U.S. Government in liberated areas with respect to supplying the requirements of and procuring materials in such areas."

Bureau of Supplies: The Bureau of Supplies is composed of three branches: the Foreign Procurement and Development Branch, responsible for the procurement of supplies in foreign countries, the direction of developmental work, and the import of all goods into the United States; the Requirements and Supply Branch, responsible for assembling and screening all foreign requirements, the presentation of requirements and claimancy before the War Production Board and the War Food Administration, programming the export of Lend-Lease goods, and controlling commercial exports; and the Transportation and Storage Branch.

Bureau of Areas: The Bureau of Areas co-ordinates the development of area programmes, works with the State Department in obtaining foreign policy determinations, relates programmes to military plans, and assists in the direction of field operations. The Liberated Areas Branch formulates, co-ordinates and arranges for the execution of all programmes of the Foreign Economic Administration in liberated areas, and upon request assists the military services and the *United Nations Relief and Rehabilitation Administration* (q.v.). Other Branches deal with enemy, neutral, Pan-American and other areas.

### INTER-AMERICAN COFFEE BOARD

Washington

Countries represented: Brazil, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Peru, Salvador, United States of America, Venezuela.

Members: A delegate from each signatory Government.

The Board was established by the signing on November 28, 1940, of the Inter-American Coffee Marketing Agreement drafted by the Inter-American Financial and Economic Advisory Committee (q.v.), in accordance with a resolution at the Conference of American Ministers of Foreign Affairs in 1940. The Board carries out the Agreement under which are fixed the quotas of coffee to be exported by the various States to the U.S.A. It has power to vary quotas and direct coffee exports, as need and occasion arise.

### INTER-AMERICAN COMMISSION FOR TERRITORIAL ADMINISTRATION

Washington

Countries represented: The 21 American Republics members of the Pan-American Union.

The Commission came into being on January 8, 1942, as the result of a Convention agreed upon at the second meeting of American Ministers of Foreign Affairs, at Havana, July 2-30, 1940. The Convention, having in view the possibility of transfer or seizure of European possessions in the Western Hemisphere by other non-American powers, established the principle that such interference would not be accepted by the Republics, and set forth a proceedure for the provisional administration of such territories through the creation of the Commission for Territorial Administration, which would automatically come into being when two-thirds of the Republics had deposited instruments of ratification. By the Act of Havana, an emergency committee had authority to act until ratification of the Convention.

### INTER-AMERICAN DEFENCE BOARD

Federal Reserve Building, Washington

Countries represented: The 21 American Republics members of the Pan-American Union.

The Inter-American Defence Board was set up in accordance with a resolution of the third meeting of American Ministers of Foreign Affairs at Rio de Janeiro in January 1942. It is a permanently constituted organisation composed of military, naval and aviation technical delegates appointed by each of the twenty-one governments concerned. The Board meets regularly to study and recommend to the governments measures necessary for the defence of the Western Hemisphere. It is an autonomous international organisation under the auspices of the Pan-American Union.

### INTER-AMERICAN DEVELOPMENT COMMISSION

Washington

Countries represented: The 21 American Republics members of the Pan-American Union.

Chairman: Nelson A. Rockefeller (U.S. Assistant Secretary of State); Vice-Chairman: J. Rafael Oreamuno (Costa Rica).

The Inter-American Development Commission is a permanent international body, set up in 1940 by the Inter-American Financial and Economic Committee (q.v.) (1) to stimulate increase of non-competitive imports from the American Republics to the United States; (2) to stimulate and increase trade among the American countries themselves; and (3) to encourage development of industry in the American Republics, particularly along the lines of production of consumer goods. The Commission has established an Inter-American system of twenty-one national commissions affiliated with it and functioning with the collaboration of their respective governments.

### INTER-AMERICAN FINANCIAL AND ECONOMIC ADVISORY COMMITTEE

Washington

Countries represented: The 21 American Republics members of the Pan-American Union.

Chairman: Nelson A. Rockefeller (U.S. Assistant Secretary of State); Vice-Chairman: Hector David Castro (Salvadorean Minister in Washington).

The Committee was established in accordance with a resolution of the Meeting of Ministers of Foreign Affairs of the American Republics, held at Panama, September to October 1939, that an Inter-American Financial and Economic Advisory Committee be created to consider means of establishing a close co-operation between the American Republics in order that they may protect their economic and financial structure, maintain their fiscal equilibrium, safeguard the stability of their currencies, promote and expand their industries, intensify their agriculture and develop their commerce.

The following bodies have been set up by the Committee: the Inter-American Development Commission (q.v.), the Inter-American Coffee Board (q.v.) and the Inter-American Maritime Technical Commission (q.v.).

### INTER-AMERICAN INSTITUTE OF AGRICULTURAL SCIENCES

Washington; Field Headquarters at Turrialba, Costa Rica

Countries represented: Bolivia, Chile, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Honduras, Nicaragua, Panama, Salvador, United States of America, Uruguay.

Director: Dr. Earl N. Bressmann (U.S.A.).

On December 15, 1943, the Governing Board of the Pan-American Union approved a convention establishing an Inter-American Institute of Agricultural Sciences "to encourage and advance the development of agricultural sciences in the American Republics through research, teaching, and extension activities in the theory and practice of agriculture and related arts and sciences." The fulfilment of this purpose might entail the development, financing and operation of "similar establishments in one or more of the American Republics" and the giving of "assistance to the establishment and maintenance of organisations having similar purposes in the said republics." Five ratifications of the convention having been deposited, the convention entered into force on November 30, 1944.

### INTER-AMERICAN, JURIDICAL COMMITTEE

Washington

The Inter-American Juridical Committee was set up as the Inter-American Neutrality Committee in October 1939 by the Panama Conference of the American Ministers for Foreign Affairs. The wider name of Juridical Committee was adopted at the meeting of Ministers of Foreign Affairs in January 1042. The Committee has as its objects: (a) to study juridical problems created by the war and those which are submitted to it in accordance with the resolutions approved at the Meetings of the Ministers of Foreign Affairs or at the International Conferences of American States; (b) to continue the studies on the subject of contraband of war and on the project of a code relating to the principles and rules of neutrality; (c) to report on possible claims arising from the requisition or use of immobilised merchant vessels or those under the flag of a non-American enemy, or belonging to states whose territories are occupied by a non-American enemy, as well as on possible claims by any American republic against a non-American enemy state for unlawful acts committed to the detriment of such republic, its nationals, or their property; (d) to develop and co-ordinate the work of codifying international law. The Committee is made up of seven members each representing the entire inter-American community rather than any one nation exclusively.

### INTER-AMERICAN MARITIME TECHNICAL COMMISSION Washington

Countries represented: Argentina, Brazil, Chile, Colombia, Cuba, Ecuador, Mexico, Peru, Salvador, United States of America, Uruguay.

Chairman: Hector David Castro, Salvadorean Minister in Washington; Vice-Chairman: Charles R. Stoddard, U.S. War Shipping Administration.

The Inter-American Maritime Technical Commission was established pursuant to a resolution of the *Inter-American Financial and Economic Advisory Committee* (q.v.) of November 14, 1941, which recommended the organisation of a Commission that would be a dependency of the Inter-American Financial and Economic Advisory Committee and would formulate plans for the efficient use of all the merchant vessels of the American Republics available for service between the American Republics and would recommend to the maritime authorities the allocation of such vessels to particular routes or to the carrying of articles of a specific nature.

#### INTERGOVERNMENTAL COMMITTEE ON REFUGEES

11d Regent Street, London S.W. 1

Countries represented: Argentina, Australia, Belgium, Bolivia, Brazil, Canada, Chile, Colombia, Czechoslovakia, Denmark, Dominican Republic, Ecuador, Egypt, Eire, France, Greece, Haiti, Honduras, Iceland, India, Luxembourg, Mexico, the Netherlands, New Zealand, Nicaragua, Norway, Paraguay, Peru, Poland, Sweden, Switzerland, Union of South Africa, Union of Soviet Socialist Republics, United Kingdom, United States of America, Venezuela.

Director: Sir Herbert Emerson, G.C.I.E., K.C.S.I., C.B.E. (U.K.).

The Intergovernmental Committee on Refugees was established as the result of a conference held at Evian, France, in July 1938, which was attended by the representatives of thirty-two Governments. Its original purpose was to assist towards the solution of the various problems created by the forced emigration of hundreds of thousands of persons from Germany and Austria, on account of their race, religion or political views. For this purpose, efforts were made to come to an arrangement with the German authorities by which orderly migration would be substituted for disorderly expulsion, and by which those who had to leave the country would be allowed to take their assets with them. At the same time the Committee helped in finding new homes for those who had to leave. The outbreak of war in September 1939 interrupted the original plan. As the war proceeded, many new classes of persons had to leave their countries. In order to meet the new conditions, the Intergovernmental Committee was reorganised in August 1943. Its mandate was extended to include all persons who, as a result of the events in Europe, have had to leave or may have to leave their countries of residence because of the danger to their lives and liberties on account of their race, religion or political beliefs. The scope of its activities was greatly extended and provision was made for the necessary finances and resources to/enable it to carry out its work. A number of Governments, not previously members, were invited to join the Committee. During the war, the Inter-governmental Committee is particularly concerned with the rescue of and assistance to all persons coming within its mandate, whether they are stateless or not. After the war its main task is likely to be that of finding new homes for those who cannot for one reason or another, return to their own countries, and, in the meantime,

of protecting their interests and giving them what assistance is within its power. The Committee co-operates closely with U.N.R.R.A., the U.S. War Refugee Board, the High Commissioner for Refugees under the League of Nations, the International Labour Office, and with voluntary organisations concerned with refugees.

### INTERNATIONAL BUREAU OF COMMERCIAL STATISTICS Brussels

Countries represented in 1938: Austria, Belgium, Belgian Congo, Czechoslovákia, Denmark, Dutch East Indies, France, Germany, Greece, Hungary, Iceland, Lithuania, the Netherlands, Norway, Portugal, Siam, Sweden, Switzerland, United Kingdom, Uruguay.

The Convention of the Bureau was drawn up on December 31, 1913. Owing to the war the Bureau was unable to start work until 1921. The object of the Bureau is to draw up, in addition to the special commercial statistics relating to each country, a general list showing the weight and value of exports and imports in a small number of categories of uniform terms.

### INTERNATIONAL BUREAU OF WEIGHTS AND MEASURES France

Countries represented in 1938: Argentina, Austria, Belgium, Bulgaria, Canada, Chile, Czechoslovakia, Denmark, Eire, Finland, France and Algeria, Germany, Hungary, Italy, Japan, Mexico, the Netherlands, Norway, Peru, Poland, Portugal, Roumania, Siam, Spain, Sweden, Switzerland, Turkey, Union of Soviet Socialist Republics, United Kingdom, United States of America, Uruguay, Yugoslavia.

Since its foundation in 1875, the International Bureau has been responsible for keeping the international standards of the metre and kilogramme, comparing national standards with the international standards and with their controls, standardising and comparing geodesic rules and lines, determining all lengths and masses required by governments and scientific societies and also by artists and scientists. Since 1921, it has been responsible for establishing and keeping the standards of electric units and for comparing national and other standards of precision with these standards. It is still responsible for all studies with a view to increased precision in all fields in which the above units are concerned (particularly thermometry, barometry, transformation points, dilatability, elasticity, alloys, length of light waves, refraction indices, density, gravity). In addition, its administrative Committee is responsible for the international co-ordination of photometric units.

### INTERNATIONAL COMMISSION FOR AIR NAVIGATION

**Paris** 

Countries represented in 1938: Argentina, Australia, Austria, Belgium, Bulgaria, Canada, Chile, Czechoslovakia, Denmark, Eire, Finland, France, Greece, India, Iraq, Italy, Japan, the Netherlands, New Zealand,

Norway, Peru, Poland, Portugal, Roumania, Siam, Sweden, Switzerland, Union of South Africa, United Kingdom, Uruguay, Yugoslavia.

The Commission was constituted on July 11, 1922, when the Air Convention of October 13, 1919, came into force. It was placed under the direction of the League of Nations in accordance with Article 24 of the Covenant.

The purpose of the Commission is in conformity with the provisions of Article 34 of the Air Convention of October 13, 1919: (a) to receive proposals from or to make proposals to any contracting States for the modification or amendment of the provisions of the Convention and to notify changes adopted; (b) to carry out the duties imposed upon it by the Convention; (c) to collect and communicate to the contracting States information of every kind concerning international air navigation; (d) to collect and communicate to the contracting States all information relating to wireless telegraphy, meteorology and medical science which may be of interest to air navigation; (e) to ensure the publication of maps for air navigation; (f) to give its opinion on questions which the States may submit for examination.

### INTERNATIONAL COMMISSION FOR THE SCIENTIFIC EXPLORATION OF THE MEDITERRANEAN SEA

**Paris** 

Countries represented in 1938: Cyprus, Egypt, France, Greece, Italy, Monaco, Palestine, Roumania, Spain, Spanish Morocco, Syria, Tunisia, Turkey, Yugoslavia.

The International Mediterranean Commission was founded in 1919 by H.S.H. Prince Albert I of Monaco to study all scientific and technical questions relating to oceanography and fishing in the Mediterranean and its tributary seas. It has undertaken numerous cruises and physico-chemical and biological investigations.

### INTERNATIONAL COUNCIL FOR THE EXPLORATION OF THE SEA

Denmark

Countries represented in 1938: Belgium, Denmark, Eire, Finland, France, Germany, Latvia, the Netherlands, Norway, Poland, Portugal, Spain, Sweden, United Kingdom.

The Council was founded at Copenhagen on July 22, 1902, to organise international scientific investigations for rational exploration of the sea. It is governed by a council consisting of two delegates from each country. Normally there are annual meetings of delegates from various countries for the purpose of organising investigations internationally. Reports are published on results of general and international interest.

### INTERNATIONAL HYDROGRAPHIC BUREAU

Monaco

Countries represented in 1938: Argentina, Australia, Brazil, China, Denmark, Ecuador, Egypt, France, Japan, Monaco, Norway, Poland,

Portugal, Siam, Spain, Sweden, United Kingdom, United States of America, Uruguay.

The Bureau was created at the International Hydrographic Conference, London, June 1919. It was definitely established in 1919 and placed under the direction of the League of Nations. Its object is to establish a permanent association between the hydrographic services of the various States; to coordinate their work with a view to rendering navigation easier and safer in all seas; to endeavour to obtain uniformity in hydrographic documents and to advance the science of hydrography.

### INTERNATIONAL LABOUR ORGANISATION

Permanent seat: Geneva. Temporary quarters of the Office during the war: University Street, Montreal, Canada.

Members: States members of the League of Nations are members of the I.L.O. ipso facto; membership is also open to States which have not joined the League or have withdrawn from it. Members represented at the I.L.O. Conference at Philadelphia, April-May 1944, were the following: Argentina, Australia, Belgium, Brazil, Canada, Chile, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Dominican Republic, Ecuador, Egypt, Eire, Ethiopia, France, Great Britain, Greece, Haiti, India, Iraq, Liberia, Luxembourg, Mexico, the Netherlands, New Zealand, Norway, Panama, Persia, Peru, Poland, Union of South Africa, Sweden, Switzerland, Turkey, United States of America, Uruguay, Venezuela, Yugoslavia.

The I.L.O. was established in 1919 by the Treaty of Versailles as part of the organisation of the League of Nations but with a certain autonomous character. It is the instrument set up to carry out Article XXIII (a) of the League Covenant, by which the members undertook to "endeavour to secure and maintain fair and humane conditions of labour for men, women and children," and its essential object is to frame and supervise the application of international rules with regard to conditions of labour. A new declaration of the aims and purposes of the I.L.O. was contained in the "Declaration of Philadelphia" adopted at the I.L.O. Conference at Philadelphia in May 1944, which envisaged a widening of the I.L.O's activities in the social and economic sphere in the post-war world.

The Organisation is composed of representatives of Governments, workers and employers. It has three main organs: (1) The International Labour Conference, a world parliament for labour and social questions, normally meeting annually. Each member State is represented by 2 Government delegates, 1 employers' delegate and 1 workers' delegate, who vote and speak independently. (2) The Governing Body, the executive council of the Organisation, meeting in normal times every quarter, composed of 16 Government delegates (of which 8 represent "the States of chief industrial importance"), 8 employers' and 8 workers' delegates. (3) The International Labour Office, which acts as a secretariat, a world information centre and a publishing house, staffed by experts from many different countries and with branch offices in various parts of the world. At its head is a Director appointed by the Governing Body.

The international standards set by the Organisation are formulated in special international Conventions, which have the force of treaties and are

binding on those Governments which ratify them, and in Recommendations. To date the Conference has held 26 regular sessions, in the course of which it has adopted 67 Conventions and 73 Recommendations. These deal with prevention of unemployment, unemployment insurance, general conditions of employment (wages, hours of work, holidays with pay, etc.), the protection of women, young persons and children, prevention of industrial accidents and diseases, social insurance (workmen's compensation, sickness insurance, pensions, etc.), industrial relations, conditions of seamen, colonial labour problems, etc. Their provisions have been codified and issued as a unified whole in The International Labour Code, 1939. The number of ratifications registered to date is 887 distributed over 50 States.

### INTERNATIONAL PRISON COMMISSION

Berne

Countries represented in 1938: Argentina, Austria, Belgium, Bulgaria, Chile, Czechoslovakia, Denmark, Egypt, Estonia, Finland, France, Germany, Greece, Hungary, India, Italy, Japan, Latvia, Lithuania, the Netherlands, New Zealand, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Union of South Africa, United Kingdom, United States of America, Yugoslavia.

Creation and purpose: The Commission was set up in Paris in 1880 on the initiative of the United States Government as a result of the International Penal Congresses held in London in 1872 and in Stockholm in 1878. It is composed of official delegates of the Governments of the Member States who appoint one or more delegates but have only one vote each. The purpose of the Commission is to collect documents and information relating to the prevention and repression of crime and to prison systems, for the guidance of Governments in taking general measures to prevent and repress breaches of penal law.

Activities: The Commission organises international congresses which normally are convened every five years to consider current questions of applied penal law and penitentiary science. It also maintains direct relations between the official experts who represent the States Members and examines problems within its field of action.

#### INTERNATIONAL PUBLIC HEALTH OFFICE

195 Boulevard Saint Germain, Paris

Countries represented on January 1, 1939: Algeria, Arabian Sa'oudian Kingdom, Argentina, Australia, Belgium, Belgian Congo, Bolivia, Brazil, Bulgaria, Canada, Chile, Czechosloyakia, Denmark, Egypt, Eire, France, French Equatorial Africa, French West Africa, French Indo-China, Germany, Greece, India, Iran, Iraq, Italy, Italian Colonies, Japan, Lebanon, Libya, Luxembourg, Madagascar, Mexico, Monaco, Morocco, the Netherlands, Netherlands East Indies, New Zealand, Norway, Peru, Poland, Portugal, Roumania, Spain, Sudan, Sweden, Switzerland, Syria, Tunis, Turkey, Union of South Africa, Union of Soviet Socialist Republics, United Kingdom,

British Colonies (African), British Colonies (other than African), United

States of America, Uruguay, Yugoslavia.

The International Public Health Office was established under the International Agreement of Rome dated December 9, 1907, to collect and bring to the knowledge of the participating Governments facts and documents of a general nature relating to public health, especially to infectious diseases (in particular, cholera, plague, yellow fever, typhus and smallpox), and measures taken to combat these diseases; and to advise the Governments on matters connected with the preparation and working of International Conventions relating to public health. By the authority of the participating Governments, the committee of the Office also acts as the Advisory Council of the Health Organisation of the League of Nations (q.v.).

The Office also maintains close liaison in matters of mutual interest with other bureaux such as the International Shipping Office and the International Commission on Aerial Navigation. Amongst the periodical publications of the International Office are a monthly bulletin, containing original papers submitted by delegates at the annual sessions; summaries of new laws and regulations and other information collected by the Office; a procès-verbal, of each session of the permanent Committee, a Quarantine Directory, etc.

The governing body or Permanent Committee of the Office consists of an International Committee composed of technical representatives, designated by the participating States, in the proportion of one representative for every State. Each State is allotted a number of votes in inverse ratio to the number of the category to which it belongs for the purpose of participation in the expenses of the Office.

The Permanent Committee usually meet twice a year, and much of the work is done by Sub-Committees or Commissions such as the Quarantine Commission, the Pilgrimage Commission and the Opium Commission.

The Permanent Committee by its international and technical constitution is well fitted to deal with minor international agreements which from time to time are proposed. (For further information consult Vingt-cinq ans d'activité de l'Office International d'Hygiène publique published by the Office in 1933—French text only.)

## INTERNATIONAL RELIEF UNION

Geneva

Countries represented in 1938; Albania, Belgium, Bulgaria, China, Cuba, Czechoslovakia, Danzig, Egypt, Ecuador, Finland, France, Germany, Greece, Hungary, India, Iran, Iraq, Italy, Luxembourg, Monaco, New Zealand, Poland, Roumania, San Marino, Sudan, Switzerland, Turkey, United Kingdom, Venezuela, Yugoslavia.

The Convention establishing an International Relief Union was signed on July 12, 1927. The purposes of the Union are (1) in the event of any disaster due to force majeure, the exceptional gravity of which exceeds the limits of the powers and resources of the stricken people, to furnish first aid to the suffering population and to assemble for this purpose funds, resources and assistance of all kinds; (2) in the event of any public disaster, to co-ordinate as occasion offers, the efforts made by relief organisations, and, in a general way, to encourage the study of preventive measures against

disasters and to induce all peoples to render mutual international assistance. Action is limited to disasters occurring in the territories of States Members of the Union and is subject in each country to the Government's consent.

## [INTERNATIONAL RUBBER REGULATION COMMITTEE

London

Countries represented: Malaya, Brunei, Labuan, the Netherlands East Indies, Ceylon, India, Burma, North Borneo, Sarawak, Thailand, and French Indo-China.

The International Rubber Regulation Committee was constituted under the Inter-Governmental Agreement of May 7, 1934, for the regulation of the production and export of rubber in and from producing countries. The aim of the agreement, which was for a period of five years, subsequently extended with some modifications for a further five, was to reduce rubber stocks to a normal figure and adjust supply to demand in an orderly manner, thus maintaining a fair price which would be reasonably remunerative to efficient producers.

The agreement terminated in May 1944, and was not renewed.]

## INTERNATIONAL SUGAR COUNCIL

London

Countries represented: Australia, Belgium, Brazil, China, Cuba, Czechoslovakia, Dominican Republic, France, Germany, Haiti, Hungary, India, the Netherlands, Peru, Philippines, Poland, Portugal, South Africa, Union of Soviet Socialist Republics, United Kingdom, United States of America, Yugoslavia.

Chairman: Sir Hugh Elles (U.K.).

The Council was established to administer the Agreement regarding the Regulation of Production and Marketing of Sugar, signed in London, May 6, 1937.

Following a resolution by the Council of August 29, 1941, a draft Protocol, extending the duration of the Agreement was transmitted by the U.K. to the signatories of the original Agreement. The Protocol was signed by the Governments of Australia, Belgium, Brazil, Cuba, Czechoslovakia, Dominican Republic, Haiti, the Netherlands, Peru, Philippines, Portugal, Union of South Africa, Union of Soviet Socialist Republics, United Kingdom, United States of America. It was agreed that, as from August 31, 1942, the Agreement should remain in force among the signatories of the Protocol for a period of two years.

On August 31, 1944, a Protocol, extending the International Sugar Agreement for one year up to August 31, 1945, was signed by the following countries: Australia, Belgium, Brazil, Cuba, Czechoslovakia, Dominican Republic, Haiti, the Netherlands, Peru, Philippines, Poland, Portugal, Union of South Africa, Union of Soviet Socialist Republics, United Kingdom and United States of America.

## INTERNATIONAL TEA COMMITTEE

## London

Countries represented: India, Ceylon, the Netherlands East Indies, and the British East African Dependencies.

The International Tea Committee was inaugurated in 1933 to implement the International Tea Agreement which was concluded between the producers of India, Ceylon and the Netherlands East Indies supported by the Governments of these countries for a period of five years, i.e. from April 1, 1933, to March 31, 1938; a second agreement was agreed upon in 1936 for a further period of five years, i.e. 1938-1943.

In 1934 the Colonial Governments of the British East African Dependencies (i.e. Nyasaland, Kenya, Uganda, and Tanganyika) came to a standstill agreement in respect of the planting of new tea areas during the currency of the 1933-1938 Agreement with an allowance to safeguard the interests of new concerns in course of development; and in the second period of the International Tea Agreement agreed also to regulate their exports. The Committee had also an arrangement with the tea-producers in Malaya regarding extensions.

At the end of 1943 the existing Agreement was renewed by all participating countries for the duration of the war and two clear quota years thereafter.

The principle function of the Committee is to administrate the scheme to bring about equilibrium between supply and demand throughout the world's tea markets.

Although the Committee has favoured reasonable prices, no attempt has been made to regulate prices or to fix a price basis for regulation. The Committee has also set up the International Tea Market Expansion Board Ltd. to undertake publicity for expansion of tea markets.

## INTERNATIONAL TECHNICAL COMMITTEE OF LEGAL EXPERTS ON AIR QUESTIONS

### **Paris**

Countries represented in 1938: Argentina, Austria, Belgium, Brazil, China, Columbia, Czechoslovakia, Denmark, Dominican Republic, Egypt, France, Germany, Greece, Guatemala, Hungary, Italy, Japan, Lithuania, Luxembourg, Mexico, the Netherlands, Norway, Peru, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Turkey, Union of Soviet Socialist Republics, United Kingdom, United States of America, Yugoslavia.

The Committee was set up in May 1926, in consequence of a resolution passed by the Conference on Private Law affecting Air Questions held in Paris in October 1925, to study and prepare draft international conventions with a view to the gradual unification of private international law on air questions. The Committee has divided the study of questions of private law affecting the air among four internal commissions, which meet twice yearly. The Committee normally holds an annual plenary session.

## INTERNATIONAL TIN COMMITTEE

#### London

Countries represented: Belgium, Bolivia, the Netherlands, the United Kingdom (covering the production of the Belgian Congo, Bolivia, the Federated Malay States, the Unfederated Malay States, the Colony of Malacca, Nigeria, and the Netherlands East Indies).

The Committee was established under the Tin Agreement of March 1931; and the control scheme, substantially in its original form, has been in force since that date. The essential basis of the control is that standard tonnages, corresponding broadly to producing capacities, are fixed for each country. Exports are then regulated, to meet the estimated demand, by quotas which are, for each quota period, expressed as a fixed percentage—the same for all countries—of the standard tonnages.

The provisions of the Agreement of September 1942, regarding the distribution of votes and standard tonnages for each member State will be reconsidered as soon as the status of Malaya and the Netherlands East Indies prior to the occupation of those territories by the Japanese forces has been re-established, and it has become possible to determine the actual productive capacity of those territories. The Agreement provides for two representatives of the tin-consuming interests of the United States, of whom one is appointed by the United States Government and the other as the direct representative of the tin-consumers, and one representative of the tin-consumers other than those of the United States.

# INTERNATIONAL UNION FOR THE PROTECTION OF INDUSTRIAL PROPERTY

#### Berne

Countries represented in 1938: Australia, Austria, Belgium, Brazil, Bulgaria, Canada, Cuba, Czechoslovakia, Danzig, Denmark and the Faroe Islands, Dominican Republic, Eire, Estonia, Finland, France, Germany, Greece, Hungary, Italy, Japan, Latvia, Liechtenstein (Principality of), Luxembourg, Mexico, Morocco (the French zone), the Netherlands, New Zealand, Norway, Poland, Portugal, Roumania, Spain, Sweden, Switzerland, Syria and Lebanon, Tangier (zone of), Tunis, Turkey, United Kingdom, United States of America, Yugoslavia.

A Convention setting up a Union for the protection of industrial property was concluded in Paris, March 20, 1883, and the Union was founded in 1885. Its purpose is to ensure the protection of patents, utility models, industrial designs and models, trade-marks, trade names and indications of source and appellations of origin and the repression of unfair competition.

Within the Union there are three limited unions with differing memberships: (1) Union for the prevention of false indications of origin on goods; (2) Union concerning international registration of commercial and industrial trade-marks; (3) Union concerning the international registration of industrial designs and models.

The supervising authority is the Government of the Swiss Confederation.

## INTERNATIONAL UNION FOR THE PROTECTION OF LITERARY AND ARTISTIC WORK

#### Berne

Countries represented in 1938: Australia, Austria, Belgium, Brazil, Bulgaria, Canada, Czechoslovakia, Danzig, Denmark, Eire, Estonia, Finland, France, Germany, Greece, Haiti, Hungary, India (British), Italy, Japan, Latvia, Liechtenstein, Luxembourg, Monaco, Morocco (French zone), the Netherlands, Netherlands Indies, Curação and Surinam, New Zealand, Norway, Poland, Portugal, Roumania, Siam, South-West Africa, Spain, Sweden, Switzerland, Syria and Lebanon, Tunis, Union of South Africa, United Kingdom, Vatican City, Yugoslavia.

The Union was founded in 1886 to ensure to authors of literary and artistic works effective protection against the illicit reproduction of their works in the territories of the contracting countries. The Union is supervised by the Government of the Swiss Confederation.

## INTERNATIONAL UNION OF TELECOMMUNICATIONS

## Berne

Countries represented: Most of the countries in which there are telecommunication services.

Creation and purpose: This body, which has the distinction of being the oldest international union, was founded in Paris in 1865 by 20 countries. Formerly known as the Telegraphic Union, it acquired its present title at the International Telecommunications Convention held in Madrid in 1932. Its objects are the organisation and regulation of exchanges of telecommunications: by telegraph (since 1865), by telephone (since 1885), and by radio (since 1906) between countries members of the Union. The Bureau is placed under the control of the Swiss Government.

Activities: The Bureau (i) carries out the preparatory work for conferences and the work arising from such conferences, (ii) publishes a monthly journal (Journal des Télécommunications) as well as additional material in the intervals between conferences, (iii) tenders advice and information to contracting Governments when needed, (iv) issues an annual report to all members of the Union. Through the activities of three technical committees (International Telegraphic Advisory Committee, International Telephonic Advisory Committee and International Advisory Committee on Radio-Communications), members of the Union attempt to further the science of communications by wire and wireless, particularly through the utilisation of new electrical and radio-electrical discoveries.

## INTERNATIONAL WHEAT COUNCIL

## Washington

Countries represented: Argentina, Australia, Canada, United Kingdom, United States of America.

The International Wheat Council was established in accordance with the agreement which came into effect on June 27, 1942, under an Exchange of Notes by the five contracting Governments following the conclusion of the wheat discussions in Washington on April 22, 1942.

The Council consists of one or more delegates from each contracting Government, and meets regularly in January and August and at any other time as it may determine.

Under the agreement the Council keeps the world wheat situation as a whole under review. The Council is also responsible for ensuring the availability of the pool of one hundred million bushels of wheat (and more if required) which the contracting Governments agreed to donate to relief; and it has recognised U.N.R.R.A. as the official agency for the ultimate distribution of the pool.

A draft convention providing for the future control of production, stocks, export and prices of wheat will be submitted to a conference of all States with a substantial interest in the international trade in wheat. The conference will be convened by the United States after consultation with other countries as soon as the time is deemed propitious. Meanwhile, pending this conference, the parties to the present agreement will apply certain provisions of the draft conventions or agreed alternative arrangements among themselves as from various dates to be unanimously agreed and for a period not exceeding two years from the cessation of hostilities.

## JOINT AGRICULTURAL COMMITTEE—CANADA-UNITED STATES

Ottawa and Washington

Canadian members: Chairman, Dr. G. S. Barton (Deputy Minister of Agriculture); A. M. Shaw (Director, Marketing Service, Department of Agriculture); R. S. Hamer (Director of Production Service, Department of Agriculture); K. W. Taylor (Foods Co-ordinator, Wartime Prices and Trade Board).

United States members: Chairman, L. A. Wheeler (Director U.S-Office of Foreign Agricultural Relations); R. F. Hendrickson (Director, Food Distribution Administration); J. B. Hutson (President, Commodity Credit Corporation); M. C. Townsend (Director, Food Production Administration).

The Joint Agricultural Committee was appointed March 15, 1943, to keep war-time agricultural and food production and distribution in Canada and the United States under review in the light of civilian needs, requirements for the war effort, and relief in liberated areas. Arrangements are made by the Committee as regards sale and purchase of crops between the two countries and the expansion of agricultural production in line with available farming resources.

# JOINT BRAZIL-UNITED STATES DEFENCE COMMISSION Washington

Brazil—Senior Member: General De Divisão Estevão Leitão de Carvalhe.

United States Chairman: Major General J. Garesché Ord.

The Commission, composed of military delegates—Army, Navy and Air Forces—of the two countries, was established in August, 1942. Meetings are held in Washington for the purpose of making staff plans for the mutual defence of the Western Hemisphere.

## [JOINT ECONOMIC COMMITTEES—CANADA AND UNITED STATES

## Ottawa and Washington

Canadian Committee: Chairman W. A. Mackintosh (Special Assistant to the Deputy Minister of Finance); R. A. C. Henry (Economics Adviser, Department of Munitions and Supply); J. G. Bouchard (Assistant Deputy Minister, Department of Agriculture); D. A. Skelton (Foreign Exchange Control Board).

United States Committee: Chairman, Alvin H. Hansen (Special Economic Adviser to the Board of Governors of the Federal Reserve System); E. Dana Durard (U.S. Tariff Commissioner); Eric Englund (U.S. Department of Agriculture); Adolf A. Berle, Jr. (Assistant Secretary of State).

Creation and purpose: The Joint Economic Committees were established on June 17, 1941, following the Hyde Park Declaration of April 20, 1941, by the President of the United States and the Prime Minister of Canada, to study and report to their respective Governments on the possibilities of (1) effecting a more economic, more efficient and more co-ordinated utilisation of the combined resources of the two countries in the production of defence requirements and (2) reducing the probable post-war economic dislocation consequent upon the changes which the economy in each country is presently undergoing.

Activities: The Committee considered problems connected with the establishment of similar controls regarding priorities and output limitation in civilian industry; pooling materials and manufactures to meet essential Latin-American requirements; and the most efficient use of Lake shipping. They were preparing a long-term report on economic co-operation between Canada and the U.S. and announced (25.1.43) a proposed joint study of the N. Pacific area, including Alaska, the Yukon and northern British Columbia.

It was announced on March 15, 1944, that the U.S. and Canadian Governments had agreed to dissolve the Joint Economic Committees, the development of other agencies for exchange of views and establishment of methods of co-operation as regards production and resources having rendered unnecessary the continuance of the Committees.]

# JOINT MEXICAN-UNITED STATES DEFENCE COMMISSION Washington

Mexican members: Maj.-Gen. Francisco Castillo Nájera; Brig.-Gen. Luis Alamillo Flores.

United States members: Chairman, Vice-Admiral Alfred Wilkinson Johnson; Senior Army Member, Maj.-Gen. Guy V. Henry.

The Governments of Mexico and the United States announced on January 12, 1942, the organisation of a mixed defence Commission. The United States Section was officially established by Executive order of February 27, 1942. The purposes of the Commission are to study problems relating to the common defence of the United States and Mexico, to consider broad plans for the defence of Mexico and adjacent areas of the United States, and to propose to the respective Governments the co-operative measures which, in its opinion, should be adopted.

## JOINT WAR AID COMMITTEE—CANADA AND UNITED STATES

Ottawa and Washington

Canadian members: The Washington Committee of the Canadian Mutual Aid Board as follows—Chairman, G. C. Bateman (Deputy member, Canadian section, Combined Production and Resources Board); L. B. Pearson, Minister Plenipotentiary, Canadian Embassy, Washington); S. D. Pierce (Director-General, Washington Office, Department of Munitions and Supply); Maj.-Gen. Maurice Pope (Chief Canadian Joint Staff); A. F. W. Plumptre (Financial Attaché, Canadian Embassy, Washington).

United States members: Chairman, Maj.-Gen. J. H. Burns (Executive of the Munitions Assignment Board); W. L. Batt (War Production Board); J. D. Hickerson (Assistant Chief, European Division, Department of State); A. V. Van Buskirk (Deputy Administrator of the Office of Lend-Lease Administration); Brig.-Gen. B. C. Wright (Director, International Division, Army Service Forces).

The Joint War Aid Committee was appointed August 22, 1943, to study problems arising out of operations of the United States Lend-Lease and Canadian Mutual Aid programmes, and where necessary, to make recommendations concerning them to the proper authorities.

## JOINT WAR PRODUCTION COMMITTEE—CANADA AND UNITED STATES

## **Canadian Section**

#### Ottawa

Chairman, H. J. Carmichael (Co-ordinator of Production, Department of Munitions and Supply); J. R. Donald (Director-General, Chemicals and Explosives Production Branch, Department of Munitions and Supply); R. P. Bell (Director-General, Aircraft Production Branch, Department of Munitions and Supply); Hume Wrong (Assistant Under Secretary of State, Department of External Affairs); J. H. Berry (Director-General, Automative and Tank Production Branch, Department of Munitions and Supply); D. W. Ambridge (Director-General, Shipbuilding Branch, Department of Munitions and Supply).

## **United States Section**

## Washington

Chairman, Charles E. Wilson (Executive Vice-Chairman, War Production Board); Deputy Chairman, William L. Batt (Vice-Chairman, International Supply, War Production Board); J. V. Forrestal (Secretary for the Navy); R. P. Patterson (Under Secretary of War); Leo T. Crowley (Foreign Economic Administrator); H. L. Vickery (Vice-Chairman, United States Maritime Commission).

Creation and purpose: The Joint War Production Committee (then the Joint Defence Production Committee) was set up on November 5, 1941, by the President of the United States and the Prime Minister of Canada, to co-ordinate the capacities of the two countries for the production of defence material.

Activities: It has, in the main, functioned through the organisation of ten joint technical sub-committees as follows: Tank-Automative, Artillery, Artillery Ammunition, Small Arms and Small Arms Ammunition, Chemicals and Explosives, Signal Corps Equipment, Conservation, Aircraft, Naval Shipbuilding, and Merchant-Shipbuilding. By means of the Committee's work, maximum volume and speed of war output and direction towards a common programme of requirements is achieved; legislative and administrative barriers such as tariffs and customs are suspended, scarce materials allocated, duplicate production avoided.

## **LEAGUE OF NATIONS**

Within the limits of the present Short Guide it is not possible to deal adequately with the organisation and history of the League of Nations between 1920, when it was created, and September 1939. This note, therefore, deals only with the war-time activities of the League and for information on the earlier period readers are referred to the following League publications: Essential Facts about the League of Nations, Geneva, 1939, and the Annual Reports on the Work of the League.

During the war the League's political activities have been largely in abeyance but its technical work has been carried on by members of the Secretariat and by several of the League's auxiliary organisations. Some work continues in the League buildings at Geneva, but certain of the technical services are now housed abroad.

The work of the Economic, Financial and Transit Department is continuing at Princeton, U.S.A. The Department has issued a number of important publications on economic problems of the war and post-war period, and held conferences in Mexico City on International Tax Problems in 1940 and 1943. At the request of the Executive Committee of the United Nations Food Conference at Hot Springs in April 1943, a memorandum on the work of the League on nutrition was prepared and submitted to the Conference. The International Labour Office (q.v). is functioning at Montreal, Canada.

The Health Section of the League (functioning in Geneva) has concentrated its attention on food scarcity, malnutrition and the danger of epidemic outbreaks in Europe. Advice has been given by the Health Organisation to relief organisations such as the Allied Post-War Requirements Bureau (1942 and 1943) and the U.S. Office of Foreign Relief and Rehabilitation Operations (April, 1943). Work on the unification of pharmacopæiæ, and standardisations that will be helpful to international medicine has also continued.

The Permanent Central Opium Board and the Supervisory Body (for dangerous drugs), together with the Advisory Committee on Traffic in Opium and other Dangerous Drugs, have continued their work in Geneva, London and Washington. Branch offices of the Central Opium Board and the Supervisory Body were opened in Washington in February, 1941; consultations of the heads of the various services dealing with dangerous drugs were held in London in September, 1942; and the Central Opium Board met in London in 1942, 1943 and 1944. In May 1944 it issued a Report on Measures to Re-establish the Control of Dangerous Drugs in Liberated and Occupied Countries.

The Permanent Court of International Justice (q.v.) remains in being, but its activities have been suspended. Its President, one of the judges and its Registrar are in Geneva.

## MATERIAL CO-ORDINATING COMMITTEE— CANADA AND UNITED STATES

Ottawa and Washington

Canadian members: G. C. Bateman (Deputy Member, Combined Production and Resources Board); H. S. Symington, K.C. (Power Controller, Department of Munitions and Supply).

United States members: William L. Batt (Vice-Chairman, International Supply, War Production Board); Howard C. Sykes; Frederick M. Eaton (U.S. Executive Secretary, Combined Raw Materials Board).

The Material Co-ordinating Committee was established on May 1, 1941. The primary purpose of the Committee is to make possible the free exchange of vital information between responsible officials of the two Governments relating to their supplies of strategic raw materials required for defence production. The Committee has four sub-committees (a) forest products; (b) copper; (c) zinc; (d) ferro-alloys. The Committee's work has been integrated with that of the Combined Raw Materials Board (q.v.) for the United Nations in Washington.

## MEXICAN-AMERICAN COMMISSION FOR ECONOMIC CO-OPERATION

· Washington and Mexico City

The creation of the Mexican-American Commission for Economic Cooperation was announced in a joint statement by President Roosevelt and President Avila Camacho on April 29, 1943. The purpose of the Commission is to study the disturbances in the balance of payments and the related economic situation of Mexico and to formulate a programme for economic co-operation which would provide for the indispensable assistance of the United States to the end that the economic development of Mexico be fostered and the production of strategic materials by Mexico be not jeopardised.

## MEXICAN-UNITED STATES AGRICULTURAL COMMISSION

Mexico City

Mexican Section: Chairman, A. G. Gallardo (Under Secretary of Agriculture).

United States Section: Chairman, L. A. Wheeler (Director of the Office of Foreign Agricultural Relations, Department of Agriculture).

The U.S. Secretary of State, on July 4, 1944, announced the establishment of a Mexican-United States Agricultural Commission, the purpose of which is to take all appropriate steps to assure active and continuous co-operation between the United States and Mexico in the field of agriculture.

## MIDDLE EAST SUPPLY CENTRE

Cairo

Countries represented: United Kingdom, United States of America.

Director-General: R. G. A. Jackson (U.K.).

Principal American representative:

The Middle East Supply Centre was established in Cairo in April 1941, as a British organisation. It became a joint Anglo-American agency in the summer of 1942. It is subject to the general authority of the U.K. Minister of State Resident in the Middle East, Rt. Hon. Sir Edward Grigg, K.C.M.G., K.C.V.O., D.S.O., M.C., M.P., and the Director of American Economic Operations in the Middle East. On the British side the Centre is responsible to the Ministry of War Transport in London and to a Sub-Committee of the War Cabinet on which the principal British Departments and the U.S. Mission for Economic Affairs in London are represented; there is a parallel Committee in Washington. The Centre also refers to Washington.

The Centre was set up with the following objects: to ensure that the countries of the Middle East should receive their essential supplies regularly with the utmost economy of shipping space, and to make the Middle East area as self-supporting as possible.

The principal functions of M.E.S.C. may be described briefly as follows:

- (i) To develop local production of essential food and materials in the Middle East through the co-operation of individual Middle Eastern governments, and by this means to reduce the claims on shipping and raw materials from outside the area; to encourage the use of substitute materials of local origin, and to ensure that necessary imports are obtained from the nearest possible source.
- (ii) To ensure that the demand for imports of civilian goods to the Middle Eastern countries is restricted to essentials; and to ensure that these essential needs are in fact met, by putting forward the necessary claims on world resources of food, materials and shipping.
- (iii) To assist Middle Eastern governments in the control of distribution so that the imports which do arrive are used to the best purpose, and local resources of material and man-power are applied economically and to essentials.
- (iv) To provide a Centre for the exchange of information on problems of agricultural and industrial production, distribution, and economics generally; and to make available technical experts to advise on these problems.

Licensing of imports: In order to prevent the import of luxuries and to ensure the import of necessities, a system of import licensing has been established for each Territory. The system falls into three main divisions according to the commodities concerned. For certain imports the private trader can obtain an import licence, placing his order in the normal way on a commercial firm in some other country. For other commodities private orders are added together to form a single bulk indent for the territories concerned, and no import licences are issued to private traders.

The Middle East in relation to world-supply: When the integrated demands for Middle East countries are forwarded by M.E.S.C. to London and Washington, a final decision whether supplies can be made available and from what area they should be drawn has to be made. This decision is taken (jointly by Great Britain and America) through the Combined Food Board, the Combined Raw Materials Board, or the Combined Production and Resources Board (q.v.), through which the strategic use of the food, raw materials, and production capacity of the Allied world is planned. After the decision on supply has been made, the allocation of shipping is finally settled by the Combined Shipping Adjustment Board (q.v.).

M.E.S.C. acts through, or with the concurrence of, the local Governments and such authorities as the U.K. Ministry of War Transport, the *United States Commercial Corporation* (see under *Foreign Economic Administration*) and the *United Kingdom Commercial Corporation* (q.v.), which carries out a wide range of commercial transactions in conjunction with the Centre. It keeps in touch with the Governments of the countries in which it operates through representatives of its own attached to the British or American diplomatic missions or through the missions themselves. Aden, Syria and Lebanon, Iraq, Persia, Saudi Arabia, Eritrea, British Somaliland and Ethiopia, Cyprus, Cyrenaica, Egypt, Palestine, Trans-Jordan, and Tripolitania are territories within the sphere of M.E.S.C. Turkey, Malta and British East Africa are associated with the M.E.S.C. for certain purposes.

A gradual relaxation of M.E.S.C. controls is already beginning, with a view to the eventual return to normal peace-time trading as soon as supply and shipping conditions permit.

## [NORTH AFRICAN JOINT ECONOMIC MISSION

Countries represented: United Kingdom, United States of America. Joint Chairmen: F. Wright (U.K.); R. M. Ferguson (U.S.A.).

On June 1, 1944, the North African Joint Economic Mission replaced the North African Economic Board which had been set up in December 1942. The Mission investigated the import requirements and export possibilities of the three French North African territories and, in general, surveyed the economy, including that of Corsica.

The British and American members of the Economic Mission reported respectively to His Majesty's Government and to the Government of the United States of America. Liaison with the British and American Armed Forces was maintained through the Allied Forces Local Resources Section. The Mission made reports to London and Washington. In London they were considered by a Ministry of Production Committee on which Supply, Shipping and other interested Departments were represented, and in Washington by the Combined Policy Committee for French Empire Economic Affairs, composed of representatives from the American Departments concerned and the competent British Missions.

The Mission was dissolved on December 31, 1944.]

## OFFICE OF THE CO-ORDINATOR OF INTER-AMERICAN AFFAIRS

Department of Commerce Building, Washington; 444 Madison Avenue, New York

Co-ordinator: Nelson A. Rockefeller (U.S. Assistant Secretary of State).

Creation and purpose: The Office was established by Executive Order, July 30, 1941, to formulate, recommend and execute, in co-operation with the Department of State, programmes of co-ordinated action between the American Republics in such matters as defence, economic, commercial and cultural development. The Office, which is a U.S. Government department,

is in close touch with the many other Inter-American organisations directed by some or all of the American Republics in collaboration, and Mr. Rockefeller is Chairman of the *Inter-American Development Commission* (q.v.), an international body.

Activities: The activities of the Office are broadly divided into economic and informational. As a result of studies made by it, the Proclaimed List of Certain Blocked Nationals was drawn up; a fund of \$8 million was allocated by the Reconstruction Finance Corporation to the Defence Supplies Corporation to provide equipment for the purpose of getting air-line control in American Republics out of Axis hands; an Inter-American Institute of Agricultural Sciences (q.v.) has been established in Costa Rica as part of a programme of development of complementary agricultural products in tropical and semitropical areas of the hemisphere, with an immediate war food supply programme; under a health and sanitation programme, projects are in operation, on request from other Republics, in 17 countries, notably the rubber-production area of the Amazon valley, the Rio Doce Valley of Brazil, with its large mineral deposits, and the iron and coal fields in the Chimbote Valley of Peru and in Central America.

In informational activities between the American Republics the Office makes use of press, broadcasting and films, and issues publications in English, Portuguese and Spanish.

## PACIFIC WAR COUNCILS

London and Washington

Countries represented (London): Australia, Canada, China, India, the Netherlands, New Zealand, United Kingdom, United States of America.

Countries represented (Washington): Australia, Canada, China, the Netherlands, New Zealand, the Philippines, United Kingdom, United States of America.

The setting up of the Pacific War Council in London was announced by Mr. Churchill on January 27, 1942, and the Pacific War Council in Washington by President Roosevelt on March 30, 1942. Diplomatic representatives attend the meetings, and the Council co-operates with the Combined Chiefs of Staff (q.v.) on matters of policy relating to the joint war effort. The Council is not an executive body, nor does it decide strategy and advise Governments. It is one of the organs of the Governments concerned in the Pacific War for making known their wishes, suggestions, ideas and offers to the Chiefs of Staff Committee.

## PAN-AMERICAN UNION

Seventeenth Street Between Constitution and C. Street, N.W. Washington.

Countries represented: The 21 American Republics—Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Salvador, United States of America, Uruguay, Venezuela.

Governing Board: U.S. Secretary of State and the Ambassadors of the American Republics in Washington.

Director-General: L. S. Rowe.

Creation: The Pan-American Union was established in 1890 as a result of the First International Conference of American States held in 1889-1890. Formerly the International Bureau of American Republics, it received the name of Pan-American Union at the Fourth Conference at Buenos Aires in 1910.

Purpose and activities: The Union is the official international organisation of the 21 Republics of the Western Hemisphere, and was established for the express purpose of developing closer co-operation between the nations of North America, Central America, South America and the Caribbean district. The Union derives its authority from the Conferences of American States, which have taken place since the foundation as follows: 1889 Washington; 1901 Mexico; 1906 Rio de Janeiro; 1910 Buenos Aires; 1923 Santiago; 1928 Havana; 1933 Montevideo; 1938 Lima; also two special Conferences: the Conference of Conciliation and Arbitration at Washington, 1928; and the Inter-American Conference for the Maintenance of Peace, Buenos Aires, 1936.

Following a decision at Lima in 1938, the Union now carries on its deliberations by means of consultative meetings of American Ministers of Foreign Affairs. Three such meetings have taken place. The Union also arranges the international conferences of the 21 States, or "Pan-American" conferences.

The Conferences of Buenos Aires in 1936 and Lima in 1938 affirmed principles of "hemisphere solidarity," and at Panama in the autumn of 1939 a sea security zone around the continent was declared and notified to belligerents. This Conference also set up the Inter-American Financial and Economic Advisory Committee (q.v.) and the Inter-American Neutrality Committee, now the Inter-American Juridical Committee (q.v.).

The Havana meeting of July 1940 made recommendations on measures against subversive acts by political agents and agreed that transfer or seizure of European possessions in the Western hemisphere in consequence of the war could not be recognised by the American Republics. An Inter-American Commission for Territorial Administration (q.v.) and an Inter-American Coffee Board (q.v.) were set up.

The Rio de Janeiro meeting of January 1942 recommended rupture with Germany, Italy and Japan, and solidarity in hemisphere defence and economic mobilisation. An *Inter-American Defence Board* (q.v.) and an *Emergency Advisory Committee for Political Defence* (q.v.) were set up, and an Inter-American Technical Economic Conference summoned.

## PERMANENT COURT OF INTERNATIONAL JUSTICE

Peace Palace, The Hague

(Since the German invasion of Holland in 1940, the Court has established temporary headquarters in Geneva. It remains in being but its activities have been suspended.)

States which have ratified the Statute of the Court: Up to 1939 the Protocol of Signature of the Court's Statute had been ratified by 48 States; in addition, 7 States had signed but had not ratified.

Members: The Court is composed of 15 judges elected for 9 years by the Council and Assembly of the League of Nations from a list of persons nominated by the national groups in the Permanent Court of Arbitration. The President and Vice-President of the Court are elected by the Court itself for a term of three years. A new election of the Court was due in September 1939, but did not take place.

President: J. G. Guerrero (Salvador).

Registrar: J. López Oliván.

Creation and purpose: The Court was established in accordance with Article 14 of the Covenant of the League of Nations, which runs: "The Council shall formulate, and submit to the Members of the League for adoption, plans for the establishment of a Permanent Court of International Justice. The Court shall be competent to hear and determine any dispute of an international character which the parties thereto submit to it. The Court may also give an advisory opinion upon any dispute or question referred to it by the Council or by the Assembly." The Statute of the Court was adopted by the Assembly in 1920 and, after ratification by the majority of the Members of the League, came into force in 1921. It was amended by a Protocol dated September 14, 1929, which came into force in 1936.

The functions of the Court are two-fold: to pronounce judgment in contentious cases and to give advisory opinions. Only States or Members of the League can be parties in cases before the Court; it does not try the claims of individuals. Its jurisdiction to settle a dispute is dependent upon the consent of the parties, but becomes compulsory when the parties' consent has been given once and for all in a treaty or convention relating either to all or

to certain categories of disputes.

In the performance of its judicial duties, the Court applies international conventions, together with the rules of law which it deduces from international custom, from the general principles of law recognised by civilised nations, and from judicial decisions.

Activities: In the period 1922-1935 the Court held, in addition to a preliminary session, 35 Sessions. Since 1936, according to the revised Statute, the Court is always in session except in the judicial vacations.

Up to the end of 1938 the Court had delivered 34 judgments and 27 advisory opinions.

The cases dealt with have included such various matters as frontier disputes, minorities and nationality problems, the jurisdiction of the I.L.O., interpretation of international treaties, e.g. customs régime between Germany and Austria, international maritime law and rights of transit, control of international rivers, status of certain territories under international control or of disputed ownership, international loans, industrial and transport concessions, etc.

[Chapter VII of the Statement of Tentative Proposals for the Establishment of a General International Organisation drawn up at the Dumbarton Oaks conversations on World Organisation, August 21-October 7, 1944, runs:

- (1) There should be an International Court of Justice which should constitute the principal judicial organ of the Organisation.
- (2) The Court should be constituted and should function in accordance with a Statute which should be annexed to and be a part of the Charter of the Organisation.
- (3) The Statute of the Court of International Justice should be either
- (a) the Statute of the Permanent Court of International Justice, continued in force with such modifications as may be desirable, or
- (b) a new Statute in the preparation of which the Statute of the Permanent Court of International Justice should be used as a basis.
- (4) All members of the Organisation should, ipso facto, be parties to the Statute of the International Court of Justice.
- (5) Conditions under which States not members of the Organisation may become parties to the Statute of the International Court of Justice should be determined in each case by the General Assembly upon recommendation of the Security Council.

The Report of an informal Inter-Allied Committee on the future of the Permanent Court of International Justice was issued in May 1944, as a British White Paper, Cmd. 6531.]

## PERMANENT JOINT BOARD ON DEFENCE—CANADA AND UNITED STATES

Ottawa and Washington

Canadian Section: Chairman, O. M. Biggar, K.C.; Maj.-Gen. J. F. G. Letson (General Staff, Canadian Army); Air Vice-Marshal N. R. Anderson (Royal Canadian Air Force); Rear-Admiral G. C. Jones (Royal Canadian Navy).

United States Section: Chairman, F. H. La Guardia (Mayor of New York, President of the U.S. Conference of Mayors); Vice-Admiral A. W. Johnson (U.S.N. retired); Maj.-Gen. G. V. Henry (U.S.A.); Maj.-Gen. G. V. Ruble (U.S.N.); Col. E. W. Hockenberry (U.S.A.).

The Permanent Joint Board on Defence was set up by the United States and Canada following the agreement announced by the President of the United States and Mr. W. L. Mackenzie King, Canadian Prime Minister, at Ogdensburg, August 17, 1940, which stated that a permanent joint board on defence should be set up at once; should commence immediate studies relating to sea, land and air problems, including personnel and matériel; and should consider, in a broad sense, the defence of the north half of the Western Hemisphere.

The Board has co-ordinated air and naval action in the N. Atlantic, helped to initiate the programme for air training in N. America, is also responsible for a system of air bases connecting the heart of the continent with Alaska, and for the construction and upkeep of the Alaskan Military Road, opened November 20, 1942.

## TECHNICAL ADVISORY COMMITTEE ON INLAND TRANSPORT

Berkeley Square House, Berkeley Square, London, W.I.

Countries represented: Belgium, Czechoslovakia, France, Greece, Luxembourg, the Netherlands, Norway, Poland, United Kingdom, United States of America, Yugoslavia.

Chairman: Professor E. R. Hondelink (the Netherlands).

The Technical Advisory Committee on Inland Transport was set up by the Inter-Allied Committee on Post-War Requirements to examine and advise on the measures that will be required to restore inland transport and storage facilities in Europe after the war (including dock and harbour facilities, inland waterways, road and rail transport and civil air services) and to recommend what provision should be made in the estimates of requirements for the purpose.

The first meeting of the Committee took place on November 18, 1942, since which date it has met regularly, usually at fortnightly intervals.

The Committee has attached to it a small Secretariat provided by the U.K. Foreign Office.

## UNITED KINGDOM COMMERCIAL CORPORATION

Plantation House, Fenchurch Street, London, E.C.3.

Chairman: Sir Francis Joseph, Bt., K.B.E., D.L.

The United Kingdom Commercial Corporation was established in April, 1940, as the result of a decision on the part of the U.K. Government that a special trading company was needed to meet the difficulties attending the development of United Kingdom trade with certain neutral countries and to combat German economic penetration in the Balkans and South-Eastern Europe. It was registered under the Companies Act, 1929, with Lord Swinton as Chairman and a board representing the civil service, commerce, industry, mining, finance and shipping. The Corporation is financed wholly by the Treasury. Its capital stands at £5,000,000 and additional funds are furnished by the Treasury as and when required. Parliamentary control is exercised through the medium of the Committee of Public Accounts. The U.K.C.C. carries out its work as an independent entity, subject to general consultation on broad lines of policy with the following Government Departments—the Foreign Office, the Treasury, the Board of Trade and the Ministry of Economic Warfare.

Since the disappearance of the Balkans as an immediate potential trade partner, the U.K.C.C. has shifted its operations from South-Eastern Europe to Turkey, the whole of the Middle Eastern and Persian Gulf area, East Africa, Ethiopia, Eritrea, Libya, French North and West Africa, Spain and Portugal. The Corporation has also direct representation in the U.S.A., India, Ceylon, and the Argentine. By December, 1942, it had registered 12 subsidiary companies, nine, each with a nominal capital of £10,000 in countries in the Middle East and East Africa. In 1942, a Middle East Board of Directors was set up in Cairo to supervise the work of the branches in that area and to decide on matters of local importance which do not require reference to London.

The original aim of the U.K.C.C. was (1) to give S.E. European countries more economic and hence political freedom of action; (2) buying to hinder

the Germans in their building up of war stocks. When this became impossible, the Corporation turned its attention to buying in Turkey, Spain and Portugal, and at the same time began to enlarge the scope of its activities by taking part in the export drive to South America prior to the introduction of Lease-Lend. During the past two and a half years it has been concerned with: (a) the maintenance of trade with Spain and Portugal and the building up of good commercial relations with Turkey; (b) the shipment of food to Greece; (c) the work of the Middle East Supply Centre (q.v.), for which it acts as commercial lieutenant; (d) acting as the sole purchaser for the import of "short supply" commodities on behalf of certain Governments, e.g. tin and tin-plate for Turkey, newsprint for Cyprus and Syria, medical supplies for Persia; (e) the purchase of civil supplies for Russia, and the organisation and operation of road transport for conveying such supplies from the Persian Gulf to Russia.

[For further details see The United Kingdom Commercial Corporation, Q.5712, 28.2.44.]

## UNITED MARITIME AUTHORITY

London and Washington

Countries represented: The present Members of the Authority are the Governments of Belgium, Canada, Greece, the Netherlands, Norway, Poland, United Kingdom, United States of America. Membership is open to all other Governments, whether of the United Nations or of neutral countries which desire to accede and are prepared to accept the obligations of contracting Governments.

Constitution: The United Maritime Authority (U.M.A.) consists of a United Maritime Council (U.M.C.) and a United Maritime Executive Board (U.M.E.B.). The Authority was constituted by the Agreement on Principles having Reference to the Continuance of Co-ordinated Control of Merchant Shipping, signed in London on August 5, 1944.

Council: The Council is to meet at least twice a year for the purpose of informing the contracting Governments as to the overall shipping situation and of making possible the interchange of views between the contracting Governments on general questions of policy arising out of the working of the Executive Board.

### **Executive Board**

Composition: The Governments of the United Kingdom, the United States of America, the Netherlands and Norway are represented on the Executive Board, its Branches and Committees; they are entitled to recommend to contracting Governments additions to the membership of the Executive Board, as circumstances may require, in order to promote the effective working of the United Maritime Authority. Each other contracting Government is to be represented by an Associate Member "who shall be consulted by, and entitled to attend meetings of, the Executive Board or its Branches on matters affecting ships under the authority of that Government, or on matters affecting the supply of ships for the territories under the authority of that Government."

Seat: The Executive Board has Branches in Washington and London under War Shipping Administration and Ministry of War Transport chairmanship respectively. Provision is made that the two Branches shall meet as often as may be necessary.

Functions: The Executive Board is to determine the employment of ships for the purpose of giving effect to the obligation assumed by the contracting Governments to provide shipping for all military and other tasks necessary for, and arising out of, the completion of the war in Europe and the Far East, and for the supplying of all liberated areas, as well as of the United Nations generally and territories under their authority. The Governments undertake to keep their ships under effective control and to allocate them in accordance with the decisions of the Executive Board. Provisions are also made to secure that ships under all flags are used in conformity with the purposes of the United Nations and to control freight rates.

Commencement and Termination of the Agreement: The U.M.E.B. will come into operation upon the general suspension of hostilities with Germany, and the Agreement will remain in effect for a period not extending beyond six months after the general suspension of hostilities in Europe or the Far East, whichever may be the later, unless it is agreed by the Executive Board that it may be terminated earlier.

## UNITED NATIONS INFORMATION BOARD

610 Fifth Avenue, New York.

Countries represented: Australia, Belgium, Canada, China, Czecho-slovakia, Denmark, France, Greece, India, Luxembourg, the Netherlands, New Zealand, Norway, the Philippines, Poland, Union of South Africa, United Kingdom, United States of America, Yugoslavia.

Chairman: Arthur Sweetser (U.S.).

The United Nations Information Board has held regular sessions under this name since November 1942; it grew, however, out of the Inter-Allied Information Committee which was created in September 1940. The Board controls and finances the United Nations Information Office, a limited international secretariat working for common interests in the field of information. Associated with the Board is a parallel organisation in London, the United Nations Information Organisation (q.v.).

The United Nations Information Office provides a clearing house for information on the United Nations, individually and collectively. For this purpose close co-operation has been established both with national information services and with other United Nations organisations.

## UNITED NATIONS INFORMATION ORGANISATION

38 Russell Square, London, W.C.1.

Countries represented: Australia, Belgium, Canada, China, Czechoslovakia, Denmark, France, Greece, India, Luxembourg, the Netherlands, New Zealand, Norway, Poland, Union of South Africa, United Kingdom, United States of America, Yugoslavia. An observer from the Soviet Union is on the Committee.

The United Nations Information Organisation was formally constituted on May 16, 1944, by resolution of the Ministers, Directors, or other heads of official national information services. It grew out of the Inter-Allied Information Committee which was set up in September 1941. Membership

of the Organisation is open to all the United Nations and to certain associated authorities. At present 18 such nations and authorities direct and finance its activities, which are undertaken by an international staff. Associated with the U.N.I.O. in London is a parallel organisation in New York, the *United Nations Information Board and Office* (q.v.).

The purpose of the Organisation is to act as a forum for discussion on questions of information of general and joint interest to the United Nations and to provide information on their common aims, activities and achievements. The Organisation also acts as a clearing house for information on the peoples of the United Nations, their comparative activities and backgrounds. It issues publications on general United Nations subjects.

## UNITED NATIONS INTERIM COMMISSION ON FOOD AND AGRICULTURE

2841 McGill Terrace, Washington.

Countries represented: Australia, Belgium, Bolivia, Brazil, Canada, Chile, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Dominican Republic, Ecuador, Egypt, El Salvador, Ethiopia, France, Greece, Guatemala, Haiti, Honduras, Iceland, India, Iran, Iraq, Liberia, Luxembourg, Mexico, the Netherlands, New Zealand, Nicaragua, Norway, Panama, Paraguay, Peru, Philippine Commonwealth, Poland, Union of South Africa, Union of Soviet Socialist Republics, United Kingdom, United States of America, Uruguay, Venezuela, Yugoslavia.

Chairman: L. B. Pearson, O.B.E. (Canada), Vice-Chairmen: Pavel I. Tchegoula (U.S.S.R.), Tsou Ping-Wen (China).

Creation and purpose: The United Nations Interim Commission on Food and Agriculture was established in Washington on July 15, 1943, in accordance with Resolution III adopted by the United Nations Conference on Food and Agriculture held at Hot Springs, Virginia, U.S.A., from May 18 to June 3, 1943. The functions of the Commission are "to formulate and recommend for consideration by each member government or authority (a) a specific plan for a permanent organisation in the field of food and agriculture; (b) the formal declaration . . . in which each participant shall recognise its obligation: (i) to raise the level of nutrition and standards of living of its own people; (ii) to improve the efficiency of agricultural production and distribution; (iii) to co-operate, so far as may be possible, with other nations for the achievement of these ends; (iv) to undertake to submit periodically to the other participants, through the permanent organisation, reports on the action taken and the progress achieved toward these ends; (c) such proposals or reports as are necessary to give effect to the recommendations of the Conference." Furthermore, the Interim Commission is initiating preliminary statistical investigations and research into the problems with which the permanent organisation will deal.

Activities: The Interim Commission has now completed its preparation of plans for a permanent food and agriculture organisation and has submitted a draft constitution to Governments for acceptance. This constitution incorporates a formal declaration of the obligation of the signatories henceforth to collaborate in raising levels of nutrition and standards of living of their

peoples, and to report to one another on the progress achieved. The First Report of the Interim Commission, which includes the text of the constitution, was published on August 23, 1944.

The Interim Commission will be deemed to have been dissolved when the

permanent organisation has been established.

## UNITED NATIONS RELIEF AND REHABILITATION ADMINISTRATION

1734 New York Avenue, Washington.

Countries represented: Australia, Belgium, Bolivia, Brazil, Canada, Chile, China, Colombia, Costa Rica, Cuba, Czechoslovakia, Dominican Republic, Ecuador, Egypt, El Salvador, Ethiopia, France, Greece, Guatemala, Haiti, Honduras, Iceland, India, Iran, Iraq, Liberia, Luxembourg, Mexico, the Netherlands, New Zealand, Nicaragua, Norway, Panama, Paraguay, Peru, Philippine Commonwealth, Poland, Union of South Africa, Union of Soviet Socialist Republics, United Kingdom, United States of America, Uruguay, Venezuela, Yugoslavia.

Director-General: Herbert H. Lehman.

Creation and authority: The United Nations Relief and Rehabilitation Administration is an international agency, created on November 9, 1943, through the signing of an Agreement at the White House by the United Nations and other nations associated with them in the war.

Purpose: The Administration was created with a view to giving effect to the determination of the United Nations and the other nations associated with them in the war that, as stated in the preamble of the Agreement, "immediately upon the liberation of any area by the armed forces of the United Nations or as a consequence of retreat of the enemy the population thereof shall receive aid and relief from their sufferings, food, clothing and shelter, aid in the prevention of pestilence and in the recovery of the health of the people, and that preparation and arrangements shall be made for the return of prisoners and exiles to their homes and for assistance in the resumption of urgently needed agricultural and industrial production and the restoration of essential services."

Organisation: The Administration is composed of (1) a Council, consisting of one member from each nation signatory to the Agreement; (2) a Central Committee consisting of the members for China, the Union of Soviet Socialist Republics, the United Kingdom, and the United States; (3) a Committee of the Council for Europe; (4) a Committee of the Council for the Far East; (5) a Committee on Supplies; (6) a Committee on Financial Control; (7) standing technical Committees on Agriculture, Displaced Persons, Health, Industrial Rehabilitation, and Welfare, together with a number of standing Sub-Committees and temporary Sub-Committees; (8) and an administrative staff under a Director-General, who is the executive officer of the Administration.

Funds: The operating funds of the organisation are contributed by the member nations which have not been invaded. The Council has recommended as a basis for the contribution of such nations one per cent. of their national income for the year ending June 30, 1943. Administrative expenses, on the other hand, are shared by all member governments.

Activities: The Administration seeks, by furnishing financial assistance to liberated countries whose resources of foreign exchange are gravely depleted, and by promoting between all liberated countries a fair distribution of available supplies, to ensure to the peoples in areas liberated from the enemy the provision of the following:

Relief supplies of essential consumer goods to meet immediate needs, such as food, fuel, clothing, shelter and medical supplies.

Relief services such as health and welfare; assistance in caring for, and maintaining records of, persons found in any areas under the control of any of the United Nations who by reason of war have been displaced from their homes, and in agreement with the appropriate governments, military authorities, or other agencies, in securing their repatriation or return; and such technical services as may be necessary for these purposes.

Rehabilitation supplies and services—materials (such as seeds, fertilisers, raw materials, fishing equipment, machinery, and spare parts) needed to enable a recipient country to produce and transport relief supplies for its own and other liberated areas, and such technical services as may be necessary for these purposes.

Rehabilitation of public utilities and services so far as they can be repaired or restored to meet immediate needs, such as light, water, sanitation, power, transport, temporary shortage, communications, and assistance in procuring material equipment for the rehabilitation of educational institutions.

## UNITED NATIONS WAR CRIMES COMMISSION

London

Countries represented: Australia, Belgium; China, Czechoslovakia, France, Greece, India, Luxembourg, the Netherlands, New Zealand, Norway, Poland, United Kingdom, United States of America, Yugoslavia.

Chairman: Rt. Hon. Lord Wright (Australia).

The United Nations War Crimes Commission was set up in the latter part of 1943, as the result of a meeting presided over by the U.K. Lord Chancellor, Lord Simon, and attended by representatives of the above nations and of the Union of South Africa and Canada. The Commission receives, from Governments of the United Nations, evidence of war crimes committed by members of the enemy forces and by members of the enemy administrations with a view to bringing to justice persons guilty of such crimes. It meets regularly in London.

Mr. Eden, U.K. Secretary of State for Foreign Affairs, made the following statement on the work of the Commission in the House of Commons on January 17, 1945: "The Commission has recently presented its first lists to the Governments represented on it. Since its establishment it has also produced a number of recommendations which have been forwarded to His Majesty's Government and the other Governments represented on the Commission. In some cases action has already been taken with a view to giving effect to these recommendations, but in general they relate to action which would have to be taken jointly by the military authorities of the Allies, and their consideration has therefore involved full consultation with the Government of the

United States in the first instance. The recommendations put forward by the Commission include proposals as to method of trial of war criminals, which was dealt with in the Declaration on German atrocities published at Moscow on November 1, 1943. The members of the Commission have recently been informed of the steps which have been taken, so far as His Majesty's Government are concerned, in regard to the more important recommendations which they have made."

## UNIVERSAL POSTAL UNION

Berne

Countries represented: All the countries of the world with the exception of a few remote islands.

The first International Postal Convention was drawn up in 1874 at Berne and came into force on July 1, 1875. This Convention has continued up to the present time with comparatively little modification and (together with a subsidiary agreement since introduced relating to the exchange of insured letters and boxes) regulates the relations between postal administrations, the postage rates to be charged to the public and the conditions that must be fulfilled by the various classes of correspondence admitted to the international letter post. An important provision guarantees liberty of transit throughout the whole extent of the Union, every country undertaking to place its postal services at the disposal of any other country for the conveyance of its mails.

A central office, situated at Berne, known as the International Bureau of the Universal Postal Union, and placed under the supervision of the Swiss Postal Administration, serves as a medium of liaison, information and consultation for the countries of the Union. The chief duties of the Bureau, which was set up under the provisions of the Convention of Berne in 1874, are to collect, co-ordinate, publish, and circulate information of all kinds concerning the international postal service; to give an opinion, at the request of the parties concerned, upon questions in dispute; to examine requests for amendments adopted; and in general to undertake the enquiries and drafting of documentary work assigned to it by the Universal Postal Convention, or by the Agreements and relative regulations, or referred to it in the interests of the Union.

## WAR REFUGEE BOARD—UNITED STATES

Washington

Acting Executive Director: Brig.-Gen. William O'Dwyer.

The War Refugee Board was created on January 22, 1944, by executive order of the U.S. President, and is directly responsible to him. Its function is to co-operate with U.N.R.R.A. and other international organisations assisting refugees, as also to work through U.S. diplomatic and consular officers in an endeavour to secure immediate entry for refugees into countries of asylum, and to elucidate reasons given for refusal of entry. The Board is working in close association with the *Intergovernmental Committee on Refugees* (q.v.).

#### OF INFORMATION MINISTRY

SPECIMEN OF BRITISH WAR TERATURE SUPPLIED FOR ORD PURPOSES THE STRUCTURE OF BRITISH EMPIRE THE

> The British Commonwealth and Empire is a vast and complex organisation, whose territories are scattered round the globe in every continent and in every ocean. Its 13 million square miles comprise a quarter of the land surface of the earth. Its 550 million inhabitants—a quarter of the population of the world—include peoples speaking hundreds of different languages, professing many different religions, and living in every kind of climate.

> The first thing that strikes us about the British Empire is variety a variety which expresses itself in the different forms of government in the different territories; the second is unity—a unity which springs from a shared belief in a commonwealth of ideals, a way of

living, rather than from any piece of political machinery.

"The British Empire is not founded upon negations. It depends essentially, if not formally, on positive ideals. Free institutions are its life-blood. Free co-operation is its instrument. Peace, security and progress are among its objects." (Imperial Conference,

The British Empire is a product of evolution and development, not of design. Unlike the United States of America, it has no written constitution which covers the whole Empire.

The territories which make up the British English can be classified (1) the autonomous Dominions and the United Kingdo as:-

(3) the Colonial Empire.

Newfoundland, Southern Rhodesia and Burma fall outside these classes. There are also two condominions for each of which the United Kingdom shares responsibility with a thought sereign state; for the New Hebrides with France, and for the Sudan with

Egypt.

British political ideas of liberty, justice and popular responsibility have been the basis for all forms of government throughout the British Empire. But these forms of government vary according to the particular needs of each territory, and there is a wide variation in the degree of self-government exercised by the people. territories, such as the fortress of Gibraltar, have no legislatures, and are ruled by a governor directly responsible to London. the other end of the scale are autonomous states such as the United Kingdom and Canada, which entirely manage their own affairs. It is a major point of the policy of the United Kingdom that those nations which are not yet ripe for self-government should progress towards that end. As was pointed out by the Secretary of State

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for the Colonies on 7th December 1938, "the great purpose of the British Empire is the gradual spread of freedom among all His Majesty's subjects"—a slow evolutionary process. "We are pledged", said the Secretary of State for the Colonies on the 13th July 1943, "to guide colonial people along the road to self-government within the framework of the British Empire."

## THE DOMINIONS AND THE UNITED KINGDOM

The "position and mutual relation" of the United Kingdom and the Dominions were thus defined by the Balfour Committee of the Imperial Conference of 1926:

"They are autonomous communities within the British Empire, equal in status, in no way subordinate one to another in any aspect of their domestic or external affairs though united by a common allegiance to the Crown, and freely associated as members of the

British Commonwealth of Nations."

Those countries, besides the United Kingdom of Great Britain and Northern Ireland, which hold this status are the Dominion of Canada, the Commonwealth of Australia, the Dominion of New Zealand, and the Union of South Africa. Eire has equal status with the other self-governing member-nations of the Commonwealth. There is no mention of the Crown in the Irish Constitution, but the King's Governments in the United Kingdom and the Dominions decided that this did not effect a fundamental alteration in the position of Eire as a member of the British Commonwealth of Nations.

## The Crown

With the disappearance of the sovereignty of the British Parliament over the Dominions, a process finally concluded by the Statute of Westminster (1931), the Crown acquired an added significance as the common link of Empire, the people in the Dominions and the United Kingdom being united by the fact of the common allegiance they owe to the Crown, by virtue of which they are all British subjects. The Governments of the Dominions are called His Majesty's Governments in the Dominion of Canada, the Commonwealth of Australia, the Dominion of New Zealand, and the Union of South Africa respectively, just as the Government in London is called His Majesty's Government in the United Kingdom. In each Dominion the King is advised by the Ministers of that Dominion, and in each His Majesty is as much King as in the United Kingdom.

### The Governors-General

In each of the Dominions, except Eire, the King is represented by a Governor-General, who is normally appointed on the advice of His Majesty's Ministers in the Dominion concerned. Sometimes the Governor-General is a national of the country in which he

holds office. The late Governor-General of South Africa, Sir Patrick Duncan, was, for instance, a South African.

Before 1926 the Governor-General represented also the U.K. Government, but the Imperial Conference of 1926 declared it to be an essential consequence of equality of status that the Governor-General of a Dominion should be no longer the representative or agent of the British Government, but the "representative of the Crown, holding in all essential respects the same position in relation to the administration of public affairs in the Dominion as is held by His Majesty the King in Great Britain".

## The High Commissioners

Since the Governors-General no longer represent the Government of the United Kingdom in the Dominions, a High Commissioner has been sent to each Dominion to act as a kind of Ambassador for the United Kingdom. The Dominion Governments also have their own High Commissioners in London and in the capitals of the other Dominions. In May 1944, to give examples, Mr. Bruce was High Commissioner for Australia in London, Major-General Sir Thomas Glasgow was High Commissioner for Australia in Ottawa, Sir Ronald Cross was High Commissioner for the United Kingdom in Canberra, the capital of Australia.

## The Dominion Governments

All the Dominions and the United Kingdom have a similar type of democratic government. Unlike the United Kingdom, each of the Dominions has a written constitution, embodied (except for Eire) in Acts of the United Kingdom Parliament, usually with subsequent amendments by their own Parliament.

It is a remarkable fact that, although each of the Dominions has developed along individual lines, each with its own special interests and problems, their institutions have a great deal in common with each other and with the constitution of the United Kingdom. And this is no coincidence. It is the result of the influence of the British settlers, who brought with them British traditions of political liberty and justice.

All the Dominions have a legislature of two houses, and an executive responsible to the lower house, which is freely elected. The members of the upper house are nominated in New Zealand and Canada, elected in Australia, and mainly elected in South Africa and Eire. In each the executive is, as in the U.K., a Cabinet of Ministers.

Canada and Australia are federations somewhat similar to the United States. Canada has nine provinces, Australia has six states. All the states or provinces in each of these Dominions have a responsible executive government which is concerned with local administration. South Africa is a Union of four provinces, which have narrowly defined powers concerning local affairs. New Zealand and Eire are unitary states. The United Kingdom comprises England, Wales, Scotland and Northern Ireland, within which Scotland maintains its own legal, ecclesiastical, educational and local government institutions, and Northern Ireland's Govern-

ment and Parliament have entire responsibility for matters of local concern.

## NEWFOUNDLAND

Newfoundland, up to 1933, was reckoned as a Dominion, but financial and economic troubles led her to resign temporarily her self-governing status, and she is now governed by a Commission responsible to the Government of the United Kingdom. There is at this time (1944) no legislature.

## SOUTHERN RHODESIA

Southern Rhodesia has not yet attained full dominion status, the United Kingdom Government reserves control of external relations, and a limited control over administration and legislation relating to native Africans. The Cabinet is responsible to the legislature, which is itself elected by the European population of Southern Rhodesia.

## THE INDIAN EMPIRE

The Indian Empire is unlike any other part of the British Empire. It is a great sub-continent covering 1,576,000 square miles—that is 30 times the size of England. India's peoples number about 400,000,000—three-quarters of the total population of the British Empire and about one-fifth of the total population of the world. They belong to a variety of races and religions, and speak some

24 main languages.

Today the Indian Empire is in a state of political transition. British policy looks forward to a federation of all India, which shall have all the rights of a fully self-governing state such as the United Kingdom or Canada. It was in accordance with this policy that Sir Stafford Cripps went to India in 1942 as the bearer of draft proposals of the British Government. These proposals, the object of which was "the creation of a new Indian Union which shall constitute a Dominion", would have left the shaping of a new constitution for India entirely in Indian hands. This sincere effort to secure the co-operation of the major Indian political parties in the development and defence of their country has not yet been successful; but Sir Stafford Cripps's mission laid the foundations for future progress.

India today is divided into two parts: British India under the direct rule of the Government of India, and the Indian states under the rule of the Indian Princes. These two Indias are different from one another in their political outlook and in their forms of

government.

## **British India**

British India covers 886,000 square miles—about 57 per cent. of the whole area of India—and has a population of 296 millions (1941 census). It includes eleven provinces, each of which was granted full provincial autonomy under the last Government of India Act (1935). In some of these provinces provincial autonomy has been in abeyance since the beginning of the present war owing to the resignation of Congress Party Ministers in 1939 as a protest

against India's participation in the war.

The structure of government includes in each province a Cabinet of Ministers responsible to an elected legislature. The franchise is not yet universal, but was given in the first place to over 30 million people, including over 4 million women. The subjects which the provincial governments control include education, public health, agriculture, and police.

The inhabitants of British India are British subjects.

## Indian States

The Indian States cover about 700,000 square miles—about 43 per cent. of the whole area of India—with a population of some 93 millions (1941 census). There are nearly 600 separate states, ruled over by Indian Princes of greater or lesser power and influence,

all subject to the general paramountcy of the Crown.

The princely houses have rights and privileges based on treaties with the Crown, ranging from substantial administrative control to very limited or nominal powers; but none of these has any authority to deal with external affairs or with the defence of India. In many of the states Legislative Councils have been set up. Over twenty states, among them the most important, have Legislative Assemblies with powers of advice. Many of these have elected majorities with the right of voting on budget grants; but the power to disregard their advice and to change the constitution is always reserved by the ruling Prince. The larger states have Dewans or Prime Ministers specially chosen by the rulers for their eminence and capacity, very often proved by the tenure of high position in British India. Judiciaries independent of the executive have been established, and retired High Court Judges from British India have sometimes been appointed to preside.

British Residents with powers of advice are appointed to the

British Residents with powers of advice are appointed to the important states and to groups of states. In those states where the ruling Prince has limited powers, the British Residents exercise wide influence. In nearly all states jurisdiction over Europeans is reserved for the Resident or for the Courts of British India. The inhabitants of the Indian States are not British subjects, but in foreign countries they stand in the same position as British subjects.

They are called British protected persons.

## The Government of India

The central administration, known as the Government of India, consists of the Viceroy, who in his capacity as head of the executive is also Governor-General, and his Executive Council. The Viceroy is responsible to the British Parliament through the Secretary of State for India.

The Executive Council, including the Commander-in-Chief, is now (1944) composed of 11 Indian and 4 British members—a clear Indian majority of 7. Members are appointed and their portfolios are determined by the Viceroy. The Viceroy himself holds the

portfolio of External and Political Affairs, so foreign policy, and relations of the Government of India with the Indian States, are in his hands. The Commander-in-Chief is Member for War.

The Council is irremovable and is not responsible to the Indian Legislature. But all members of the Council, except the Viceroy, belong to one or other of the two chambers of the Central Legislature, which contain both elected and nominated members. They can speak in either chamber, but can only vote in the one of which they are actually members.

The Viceroy is normally bound by the majority decision of his Council, but if in his opinion any measure affects the safety, tranquillity or interests of British India, he has power to override the Council. Any two dissentient members can, however, ask for the matter to be referred to the Secretary of State for India.

## Representatives Abroad

India was an original member of the League of Nations. Today there are two Indian representatives on the U.K. War Cabinet. India has High Commissioners in the United Kingdom, South Africa and Australia, and Agents-General in the U.S.A. and China.

#### BURMA

Burma, before its capture by the Japanese in 1942, was in an intermediate position. In 1941 the U.K. Government had reiterated its intention that Burma should be helped to acquire Dominion status.

Administration was carried on by a Governor, responsible to the Secretary of State for Burma in London, and a Council (or Cabinet) of Ministers responsible to the Burmese legislature, elected by the people of Burma on a wide franchise. The Ministers had powers over most functions of government, but defence and foreign affairs and certain emergency powers remained the responsibility of the Governor.

The Government of Burma is at present (1944) in exile in India, and is making plans for reconstruction and considering lines of future policy.

## THE COLONIAL EMPIRE

The territories of the Colonial Empire are in various stages of dependency upon the United Kingdom. These dependencies may be "colonies", "protectorates", or "mandated territories". The Dominions also administer dependent territories. Australia controls part of the island of New Guinea, for instance, and South Africa administers the mandated territory of South-West Africa. But the term "the Colonial Empire" is generally used for the dependencies of the United Kingdom alone.

Colonies are administered by the Crown, and the inhabitants of colonies are British subjects. Many of the colonies have been under British control for a hundred years or more.

Protectorates are not, according to law, British colonies. They are territories which have been granted the protection of the British Crown, which under the Foreign Jurisdiction Act, 1890, can legislate for them and provide them with such form of government as it thinks fit. Most of these territories have come under British protection only within the last sixty years.

There are two kinds of protectorates: (1) protectorates which are governed like colonies, the supreme government being vested in the Crown, and (2) protectorates which are administered in the name of the local ruler, with the advice of British Residents. (This kind of protectorate is sometimes called a protected state.) Natives of protectorates are not British subjects, but British protected persons.

The mandated territories, which until the Great War were possessions of Germany and Turkey, are administered by the Crown under mandates from the League of Nations. They are governed in the same way as colonies, subject to the terms of the mandates.

There are three types of mandates. Class A includes territories which, with administrative advice and assistance, might be able soon to stand forth as independent. Palestine is of this type. Class B requires the mandatory power to administer the territory so as to secure freedom of conscience and religion, the prohibition of the slave trade, and of traffic in arms and liquor; the terms of the mandate also laid down that military and naval bases should not be established nor the natives given military training except for police purposes and local defence; equal opportunities for trade and commerce are given to other members of the League. Tanganyika falls into this class, as well as Togoland and the Mandates of Class C, which permit administration as integral parts of the mandatory's territory subject to the same safeguards as Class B, were allotted to the Dominions-New Guinea to Australia, Western Samoa to New Zealand, and South-West Africa to the Union of South Africa. Nauru, a Pacific island rich in phosphates, is administered by Australia on behalf of the British Empire, to which the mandate was granted.

Generally speaking, the British apply similar policies and principles of administration in the three types of dependencies, "colonies", "protectorates" and "mandated territories".

## **British Colonial Policy**

The aim of British colonial policy is that the colonies shall progress towards eventual self-government. The peoples of the colonies vary from primitive pagan tribes in Africa to civilised people like the inhabitants of Ceylon. Consequently there is wide variety in forms of government within each territory. Ceylon has almost reached the status of a self-governing nation, with a Board (or Cabinet) of Ministers chosen by and from the State Council, elected by what is practically adult suffrage; British Somaliland has no legislature. The size of the territory, its strategic importance and

the accidents of history also play their part in deciding the particular

form of government a colony may have.

British colonial policy is based on the development of all territories towards economic and political self-reliance, with wise government advice and assistance for those backward peoples who are not yet in a position to take the whole working of affairs into their own hands.

## Administration

The Secretary of State for the Colonies. The Secretary of State for the Colonies is a member of the U.K. Cabinet and is responsible to Parliament for the colonial policy of the United Kingdom and for the administration of the colonies. All colonial legislation is subject to the approval of the U.K. Government, which has power to legislate for the colonies, though this power is not often used.

In practice the Secretary of State delegates his powers of administration to the officials in the colonies, who carry out the principles of British colonial policy according to local circumstances.

The Governor. The Governor is the direct representative of the Crown. He is responsible for the administration of the colony, and his functions are exercised with the approval, or at the direction, of the Secretary of State for the Colonies. In some parts of the Colonial Empire, where the Governor is responsible for a group of dependencies, he has the title of High Commissioner. There is a High Commissioner for the Malay States, a High Commissioner for the Western Pacific, and a High Commissioner for Basutoland, the Bechuanaland Protectorate and Swaziland.

The Colonial Secretary. The Colonial Secretary in each colony (not to be confused with the Secretary of State for the Colonies) is the Governor's chief lieutenant. As leader of the Legislative Council he must justify the policy of the government and introduce government measures.

The Legislature. The types of legislature in the colonies are very varied.

In most of the colonies the legislature is composed of a single chamber, containing members holding high offices, members nominated by the Governor, and elected members. The proportion of nominated members and elected members varies in accordance with the degree of self-government attained. Ultimate control rests in the hands of the British Government.

In Ceylon, one of the more advanced colonies, there is a largely elected legislature, and the Governor normally acts on the advice of its Ministers in many of the functions of government.

In Jamaica, the terms of a new constitution which will give the island a large degree of self-government are now (1944) under discussion.

In British Guiana there is a majority of elected members, and in



Trinidad there is an equal number of elected and nominated plus official members.

Fiji has a more common type of colonial government. The Legislative Council has a majority of official members, with a minority composed of equal numbers of unofficial Fijian, European and Indian members, representing the three races which compose the population. A number of the Europeans and Indians are elected on a limited franchise.

The Executive Council. The Governor is aided in each territory by an Executive Council usually composed of the chief officials, with, in many colonies, unofficial members of the Legislative Council.

Local Government. Types of local government in the colonies also vary considerably. Generally speaking the local inhabitants have a larger responsibility than in the central government. The colonial peoples are learning about self-government through local institutions. "I do not believe", said the Secretary of State in July 1943, "there is any better training for the art of government than participation in local administration." In urban communities there are municipal councils on which the colonial peoples are represented, and in many cases are in a majority.

In parts of the Pacific and in Africa local government in rural areas is carried on by native administrations usually modelled on old tribal systems.

In Africa and in other areas the central administration, which means ultimately British responsibility, is represented in local government by the District Officer. To many millions of Africans the District Officer represents "Government", and to them his advice, help and fair dealing stand for the British system of justice and good government.

## CONCLUSION

Such, very briefly, is the structure of the British Empire today.

There are six autonomous nations, five of which have achieved a status of equality with the sixth, the United Kingdom; territories such as India and Burma have achieved a large measure of self-government.

The United Kingdom holds in trust those territories which still need some protection and control. As a result of this trusteeship, economic development and the social welfare of the native peoples are advancing.

There are formidable tests ahead, but it is true to say that hunger and disease are being checked. The local inhabitants are being trained to conduct their own affairs with justice and humanity. They are being educated in letters and industry. Internal peace and economic development are gradually raising the standard of living.

Thus do the British people apply the principles of justice and political liberty to the government of an Empire.

## See also

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June 1944.

LGt. Brit

# MINISTRY OF INFORMATION

# THE THOUSAND-YEAR REICH

AS EXPOUNDED BY GERMANS THEMSELVES

N.B.—These notes are not intended for textual reproduction but simply for use as reference material

February 1943

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#### THE THOUSAND-YEAR\* REICH

As Expounded by Germans Themselves

(N.B.—These notes deal with the general, mainly the political, side. Other notes have dealt with particular economic aspects.)

"What would happen to Europe and the world if the Nazis were to triumph? They have boasted that the Third Reich will last a thousand years." (Mr. Eden, U.K. Secretary for Foreign Affairs, 17.4.40.)

"Thus at last is fulfilled the age-old yearning for a thousandyear Reich of the German nation, issue of the great dreamers of our history."—Alfred Rosenberg, "The German Order State—A New Epoch in the Development of National-Socialist Political Thought" (Nazi Party Publishers, Eherverlag, Munich, 1934), pp. 19-20.

"Our task is to give to a people, which has existed for a thousand years, with its millennial past of history and civilization, for the limitless future which lies before it a city worthy of that future—a millennial city."—Hitler, laying foundation stone for Faculty of Military Science, Berlin, 27.11.37.

"The struggle which now begins will determine the coming thousand years of German history."—Hitler, Berlin, 30.1.41.

<sup>\*</sup> The German Reich is thought of by the Germans as a "world empire" with a thousandyear past, since Charlemagne, and a millennial future.

## I. IMPORTANCE AND DIFFICULTY OF OTHER PEOPLES' UNDERSTANDING GERMAN AIMS

It is by now fairly obvious how important it is for other peoples to understand Nazi Germany's aims—what Germany is really out for. It is also fairly obvious that many still do not. Yet, the effort to grasp and face the true nature and full scope of German aims, developed in principle and practice by Nazi Germany from earlier Pan-Germanism—and earlier German political thinking and acting still—must be made. The facts about German aims give the measure of what the rest of the world has to save itself from in the war and in the peace. A clear understanding of them is essential to guard against being misled by fair-sounding "peace offers" Germany may make as her military fortunes deteriorate.

They also give the measure of the post-war problem of saving the Germans from themselves.

It is only necessary, for most people, to keep in mind the broadest outlines of these aims. That is all it is attempted to trace in the first eight pages of these notes. (The remainder of the document is a collection of supporting "Out of Their Own Mouths" quotations.) There are, of course, endless temporary modifications of Nazi policy for this or that country or this or that question to meet the day-to-day needs, endless series of stages in actual application, and endless propaganda disguises. But all these are not too difficult to recognize for what they are, provided the broad overriding aims are well understood.

There are two main reasons why the understanding of Nazi German aims is difficult and why there is a danger other peoples will not appreciate in time what they are really up against.

Firstly, and most dangerous, most other peoples have such a different mentality and outlook from the Germans, at least in political matters, that they just cannot believe the Nazi aims and take them seriously. The Germans make it fairly easy for other peoples to know their true aims, because they write and talk about them freely to their own people. But other peoples, when these brutally frank German statements are translated for them, find it hard to believe that a 20th-century European people can really mean such things. They are painfully surprised over and over again when the Germans actually put into practice what they said they would do. This failure to face up to German realities has been costing the rest of the world very dear.

Secondly, the Nazis have been fairly clever at putting out simultaneously, for other peoples' consumption, a smoke-screen of propaganda lies and promises disguising their real aims. It is doubtful whether this is really such a dangerous cause of misunderstanding as the first. Hitler has said too often that Germany has no more claims or aims.

The following notes are based entirely on what Germans themselves say about their aims, when they really mean what they say. That is, when they are talking to their own people, or when, as in 1940, they think they have won one war and can let some cats out of the bag fairly freely.

These Nazi German aims, as has been admitted above, are very difficult for other peoples to believe, because of the difference in mentality. The Germans,

at least in political matters, are, with hitherto ineffective exceptions (who failed to make a success of the possibilities of progress in the Frankfurt Parliament of 1848 or the Weimar Republic of 1919), a peculiarly unbalanced and surprisingly backward people. Their political virtues and morality, perhaps for historical reasons, appear to have remained, at their highest, those of feudal times—divine right of the leader and blind fealty of the led; and at their lowest only those of a still earlier age—the bravery and fighting spirit of man the beast of prey, and a wolf-pack tribalism. They follow ideas to extremes, not only in theory but in practice, in a way that seems so ludicrous to other peoples that other peoples fail to appreciate the deadly serious dangers they face. This is the bad side, the narrow, blinkered, fanatical side, which other peoples are slow and unwilling to recognize, of the good German quality of "thoroughness," which everybody recognizes.

#### Differences of Mentality

All peoples know that force rules the jungle, the primitive state of nature from which civilized man is trying to emerge.

All peoples recognize, too, that force is a necessary element, used for the right purposes, in civilized life. All peoples have police forces to deal with criminals forcibly where necessary. And as long as there is no world police to ensure justice between all nations, each nation recognizes that it must use its own force to maintain its national rights in the world.

But most civilized nations are relatively moderate and give and take in the claims they try to enforce by force; and attempt to make some practical, commonsense allowance for the rights of others.

Not so Germans. Their mentality leads them to argue roughly as follows:

#### NAZI GERMAN AIMS

## 1. MIGHT IS IN FACT—AND THEREFORE MUST FOR EVER BE—THE ONLY RIGHT

(For quotations, see p. 9.)

Since there is no effective world police to enforce fair adjustments between the claims of different nations, then the only judge of a nation's claims is, and must be, itself. And the only limit to its claims is and must be the extent of its own force. Why, they feel quite seriously, if there is no effective world justice, pretend that we have got beyond the jungle? We haven't. Therefore, apply jungle ways with German thoroughness. And they do.

Moreover, they perfectly sincerely believe that the Creator's will, evident in all nature, is that the physically and materially strong and efficient should oust and kill off those that have less of these particular qualities. Therefore they do not in the least consider that it would be desirable or in line with the Creator's purpose that a man-made system of justice and civilization should interfere with these processes of nature and the jungle. God, they contend, and God's will, are incarnate in the German people and its struggle to supplant other, inferior races on this earth. "We National Socialists set before ourselves the aim of living as far as possible by the light of nature, that is to say, by the Law of Life. The more closely we recognize and obey the laws of Nature and of Life, the more we observe them, by so much the more do we express the will of the Almighty"—

(Martin Bormann, Chief of Staff of the Chancellory of the Nazi Party, in a Memorandum on the irreconcilability of National Socialism and Christianity. "Race is the instrument with which we are to register God's will; race is the ear which the Creator has given us so that we may understand His ways and intentions"—(Hans Schemm, late head of the National Socialist Teachers' Union). "We believe that the Holy Land is not Palestine but Germany. Wherever Germans fought for the soil, there is holy ground"—(Alfred Rosenberg, at Ulm, Völkischer Beobachter, 19.10.36). "We will have no other God but Germany alone"—(Hitler, in a speech reported in Bayrischer Kurier No. 142, 25.5.23). (See also quotations, pp. 9, 14 and 17.)

What does this lead them to?

#### 2. UNLIMITED CLAIMS

(For quotations, see pp. 10-11.)

Germans must have the whole world. German thoroughness is satisfied with nothing less. It goes the whole hog in a vast, complete, world-embracing scheme the Germans refer to as the "Thousand-year Reich."

What does having the whole world mean?

## 3. IN THE FIRST STAGE GERMAN MASTERY OVER ALL OTHER RACES

(For quotations, see pp. 11-13.)

This is stage one.

But that is not enough. A master race is liable to decay if it leaves the work to inferior peoples. The land belongs in the long run to those who work it. Therefore Germans must go beyond merely mastering other races.

## 4. GERMANS MUST ULTIMATELY EXTERMINATE AND REPLACE OTHER RACES

(For quotations, see pp. 13-17.)

This is stage two. It is the most difficult for other peoples to credit as a serious German aim. Many jokes have been made about German racial theories. But they are not considered a joke where they are being applied to-day, in occupied Russia, in Poland, in Czechoslovakia, in France. The Germans state this aim explicitly. Long before the Nazis, Pan-German writers such as K. Wagner (Krisg, 1906, p. 170) wrote: "The efficient peoples must secure themselves living space by means of war, and the inefficient must be hemmed in, and finally driven into 'reserves' where they have no room to grow . . . and where, discouraged and rendered indifferent to the future by the spectacle of the superior energy of their conquerors, they may crawl slowly towards the peaceful death of weary and hopeless senility." The Nazi Germans of to-day have been even more explicit (see quotations below, p. 13-17). And they have already started to put this stage of their plans into execution, concurrently with the policy of domination of stage one. Poland and occupied Russia are the principal laboratories where they are working out the technique of step-by-step extermination and replacement.

The immense German drive to force the highest possible German birth-rate, legitimate or illegitimate, is of course necessary both for the domination and the extermination and replacement policies. (See quotations, pp. 10-11.)

# 4a. BUT, WHILE EXTERMINATING NON-"GERMANIC" RACES, GERMANY MUST FORCIBLY "RE-ABSORB" INTO THE GERMAN PEOPLE ANY OTHER PEOPLES OR PARTS OF PEOPLES WHICH ARE OF "GERMANIC" ORIGIN

(For quotations, see pp. 17-24.)

Another Pan-German author, Joseph Ludwig Reimer, also put this aspect of Germany's ultimate aims admirably clearly, long before it was elaborated in *Mein Kampf* and other Nazi German pronouncements (see quotations, pp. 17-24 below): "We desire," Reimer wrote, "and must desire . . . a world-empire of Teutonic stock, under the hegemony of the German people. In order to secure this we must:

- (a) gradually Germanize the Scandinavian and Dutch Teutonic States,
  denationalizing them in the weaker significance of the term;
  - (b) break up the predominantly un-Teutonic peoples into their component parts, in order to take to ourselves the Teutonic element and Germanize it, while we reject the un-Teutonic element." (Ein Pangermanisches Deutschland, 1905, p. 137.)

Thus, in the German scheme of things, the "Germans," who are to destroy other non-"Germanic" races and populate the world with Germans, are meant ultimately to include in their own ranks as Germans many peoples, such as the Dutch, Flemings, Alsatians, Norwegians, Danes, Swedes and others, who, Germans say, were originally Germans (or "Germanics" or "Teutons" or "Nordics" or "Aryans") and hived off from the main German race. These people are to be—and are already being—forcibly "re-absorbed" into the German people. The process is carried out with the use of quislings, and enforced by concentration camp and firing squad. This aspect of German racial theories is no longer a joke in Norway, Denmark, Belgium, Luxembourg, Holland, French Flanders or Alsace.

The Nazis are also prepared to absorb forcibly into the German race—as ."Aryans "—even parts of Slav, Latin, Anglo-Saxon or other peoples, provided these "Aryan" parts give up their language and become 100 per cent. Germans. The quotations given below (pp. 18-24) show how the Nazis claim the existence of "Aryan" (or "Germanic," "Teutonic" or "Nordic") elements inside all sorts of peoples all over the world—including the French, the Belgians, the Spaniards, the Chileans, the Portuguese, the Brazilians, the Americans, the Afrikaners, the Croats, the Slovenes, the Italians, the Greeks, and even, apparently, the Japanese and the Turks. These "Aryan" elements are said to be intermingled with, or alongside, non-"Aryan" elements inside the same nation. The "Aryan" elements are to be picked out and forcibly re-absorbed into the German people, for not a drop of the precious German blood must be lost to Germany; and the inheritor of German blood must in duty bound become completely German again; it is not a matter of choice (see quotations, p. 17).

But the great majority of the members of Slav, Latin, Semitic and other peoples of the world are said to have no drop of "Aryan" blood in them. They are therefore marked down for domination and then, ultimately, extermination and replacement, as indicated under 4 above. Probably the last to be exterminated would be the non-"Aryan" inhabitants of tropical regions, for they would have to be kept alive to work for the Germans in those regions until such

time as the Germans had devised ways for Germans to do manual work in such climates. In the tropics "German colonization will be carried out in such a way that not a single drop of German blood will be lost. There will be no permanent settlement by German families" (Alfred Rosenberg and Dr. Walter Gross, chief of the Nazi Party's Department for Racial Policy, interviewed by Regime Fascista, 6.2.41). "Owing to the dangers to which the Nordic race is liable in a tropical climate, for which it is not adapted," tropical colonies will not be Lebensraum for the permanent settlement of German population (Das Schwarze Korps, 2.1.41).

There would appear to be one interesting exception to the very systematically applied German race principle. (The toleration of momentary allies and dupes of non-German origin, such as Japanese, Italians or Rumanians, is of course purely opportunist and temporary.) The British, though they might seemingly be claimed as of partly Teutonic descent, appear to have been despaired of for "re-absorption" and Germanization: they are marked down for destruction hardly less complete than the "non-Aryan" Jews (see quotations, p. 24).

Obviously, the Germans cannot begin either their domination, or still less their extermination and replacement policy, everywhere all over the world at once.

They have started the extermination policy only in Europe (notably Poland, occupied Russia, and Czechoslovakia and partly in France, concurrently with the domination policy). Here, they hope to be able to replace the exterminated relatively soon with German ex-soldiers and forcibly Germanized Dutchmen and Scandinavians.

The domination policy can clearly be applied more widely, more rapidly. But even here there must be steps in expansion. The "one by one" technique is followed as much as possible.

#### 5. THE STEPS IN EXPANSION

already precisely marked out, are based, very roughly, on the territorial units Germany considers the minimum, each, in area, for modern economic development needs. Such a unit the Germans call a "Grossraum."

The principle of the Grossraum is that each great unit of this kind should be dominated and exploited—(ultimately, exclusively populated)—by the Germans. Several of the "Grossraume" are already listed and being dealt with. (For quotations, see pp. 24-25.)

Germany Alone Must Have Europe.—Germany must first dominate it and then fill it, in Hitler's words, with "250 million" or more Germans. (For quotations, see pp. 10 and 25.)

German Europe Must Include All Africa and Part of Asia.—" Our continent has no geographical definition, only a racial and cultural one. The frontier of this continent is not at the Urals, but at the line of demarcation between the ways of living of the West and the East."—(Hitler, in the Reichstag, 11.12.41.) (For further quotations, see pp. 25-26.)

German Designs on the Americas are already far advanced by means of the Fifth Column activities of the "Auslandsorganisation" (Organization of Germans Abroad) among the 1½ million to 2 million German settlers in Latin America and the millions of United States citizens of German origin. (For quotations, see p. 26.)

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The Power of the Reich is to be world-wide at the earliest possible date. And the mission of the "Thousand-year Reich" is to see that this planet is eventually the exclusive domain of Germans (including "Nordic" or "Aryan" elements "re-absorbed" into the German "Volk"). (For quotations, see p. 27.)

The rest of these notes consists of quotations from the Germans themselves illustrating each of the five points set out above and the subsidiary points arising out of each.

Naturally on some of the more extreme points of the programme, Hitler, Goering or Goebbels do not shout the truth on the radio from the Sport-Palast or the Reichstag (though it is remarkable how much they do reveal very publicly). But the extreme aims are none the less real, and being put into practice. They have been formulated in more private utterances of Hitler and other German leaders reported by former colleagues who have since left them in disgust, such as the former Nazi insider and ex-Nazi President of the Danzig Senate, Dr. Rauschning. And they have been elaborated—and often publicized in the totally Nazi-controlled press—by the disciples of Professor (ratired Major-General) Karl Haushofer's school of "Geo-Politik" and others who form the brains trust of Nazi Germany. This brains trust has the satisfaction of seeing its ideas applied in practice with the same narrow, ruthless, German thoroughness with which they have been thought out. Heinrich Himmler, SS and Police Chief, and Reich Commissar for the Consolidation of German Nationhood, is the fanatical devotee of the most extreme aims.

#### II. OUT OF THEIR OWN MOUTHS

The quotations which follow below are almost all from Nazi German leaders of thought and action, and German or German-controlled press and radio.

(It should be remembered that ideas and aims advocated in the press, books, broadcasts or speeches in Germany or German-occupied territories are not the spontaneously expressed views of private individuals or groups as in other countries, but always appear on the orders of Dr. Goebbels' Ministry and are the ideas and aims—when they are not the propaganda lies—of the Nazi Party and, therefore, of the German Government. The Nazi Party owns most, and completely controls all, of the outlets for opinion.)

## 1. MIGHT IS RIGHT: THE STRONG TO DOMINATE BY FORCE OF ARMS

Hitler, Mein Kampf, p. 145: "The urge towards life in its ultimate form will break to pieces all the contemptible fetters of a so-called humanitarianism of individuals in order to make room for the humanitarianism of Nature which destroys the weak and thus makes room for the strong. Whoever would strive to make the existence of the German people secure by the path of the voluntary limitation of growth would rob it of its future."

Hitler, Mein Kampf, p. 315, Eherverlag: "The pacifist-humanitarian idea may indeed become an excellent one when the most superior type of manhood will have succeeded in subjugating the world to such an extent that this type is then sole master of the earth."

SS Obersturmführer Dr. Schinke of the Berlin Educational Office, lecturing to SS leaders (quoted *Danziger Vorposten*, 19.12.41): "We call the New Order the Reich; it is the conception of the sword almighty, the all-embracing power whose leadership is made up of German substance."

Signal (first August number, 1942) published an article by "a young Heidelberg philosopher" entitled "Europe as a fighting community": "Mankind has become great by constant fighting. This implies the recognition of the right of the decision by battle which, it is our deep conviction, is synonymous with the right of superior ability. . . Let us hope that these lessons will never again be forgotten; in the last resort the only decisive factors in the struggle of nature and in the struggles of mankind are hardness and force. The younger European generation above all must never lose sight of the dominating and exclusive quality of these forces of nature."

Deutsche Allgemeine Zeitung (10.12.41): "This war is not being fought for economic reasons. Hitler's German total State was created as an instrument of total warfare, and this battle is, therefore, being fought in order to gain the power of domination."

#### 2. UNLIMITED "LEBENSRAUM"

Germany's "Lebensraum" is as much as she can grab for herself, irrespective of the needs of other nations.

Hitler, Mein Kampf, p. 767, Eherverlag: "To-day there are 80 million Germans in Europe. And our foreign policy will be recognized as rightly conducted only when, after nearly a hundred years, there will be 250 million Germans living on this Continent, not packed together..."

German broadcast in Czech (31.10.41): "It is not within man's power to stop the law of space from fulfilling itself. The law of space is stronger than human strength, even more so if the might of the great German Reich stands on its side."

Berliner Börsen-Zeitung (15.7.42): "The goal of all social-political work will have to be to create for the new type of German the space which is needed for his development."

Goebbels, in Das Reich (21.8.42): "The division of the earth has not been made by God, but depends on man, and can be altered at any time. It is merely a question of power and not of morality."

#### For an Unlimited Number of Germans

The old whine about Germany's cramped millions can no longer be kept up, even as a pretence. High-pressure breeding will be necessary to produce the millions of Germans to people Germany's unlimited conquered territories.

Kölnische Zeitung (4.4.41): "Behind all the efforts and achievements of this war is the will to create space for the coming generations. . . . We have recognized that national liberty and prosperity depend on having the greatest possible number of Germans."

Gauleiter Mutschmann (Saxony), in Der Freiheitskampf (8.1.41): "The extension of German Lebensraum makes it necessary to produce more children."

Dr. Fritz Nonnenbruch, in the Völkischer Beobachter (16.7.40): "To achieve a high birthrate presupposes a deliberate State policy. The German Government will continue more than ever to encourage this development. It fills us with pride to have as many pregnant women as possible."

Alfred Rosenberg, in his best-known book, Mythus des Zwanzigsten Jahr-hunderts: "The German Reich of the future will have to regard the childless woman—regardless of whether or not she is married—as an incomplete member of the national commonwealth."

Dr Gross, of the Party Bureau for Racial Policy (reported in *Pommersche Zeitung*, 20.11.41): "The German nation which is giving Europe a new face needs immense forces. Germans will go out as business men, technicians, diplomats, or as military experts, but they must not leave gaps in their native country. Germany needs children to-day—and especially tomorrow."

Das Schwarze Korps (16.4.42) reports a conversation with a private soldier at the Russian front, who said: "Did you not see the endless spaces during our advance day after day, week after week? One day we shall have to fill this enormous country with German lives, if our history is to keep its sense. And that is part of my special reason why I should like to get some leave as soon as leave can be granted again."

Dr. Danziger, of the Party Bureau for Racial Policy, speaking in Flensburg in May 1942, on "A hundred million Germans are too few," said: "We need an increased number of valuable German people in order to master the tasks before us."

The Berlin correspondent of Aftonbladet (1.6.42) quoted the annual review of the Central Bureau of Statistics as calling for a rise of 60 or 70 per cent. in the German birthrate "to put the German people in a position to deal with the tremendous tasks awaiting them."

Professor Friedrich Burghöfer, writing on the birthrate in the periodical Gesundheitsführung: "Millions of children's hands are needed to grasp the victories of our men, to fill the extended space with German life and with the German spirit."

## 3. STAGE ONE: GERMAN HERRENVOLK TO MASTER ALL OTHER RACES

#### Germany's " Mission" to be a Herrenvolk

The German race is assumed to be superior to all others and therefore "destined" to rule and to claim any privileges it pleases at the expense of others.

Dr. Ley, at Lodz, December 1939: "The German race, that is our faith: it has higher rights than all others. We have a divine right to rule, and we will assure ourselves of that right."

Deutsche Allgemeine Zeitung (7.10.40): "We Germans must show that we are soon to be masters and are destined to rule Europe."

Gauschulungsredner Eckhardt at a meeting of Party leaders at Schneidemühl (quoted Ostsee Zeitung, Stettiner General Anzeiger, 21.10.41): "We Germans are Europe's destiny. . . Adolf Hitler's Reich is the German reply to questions about the character of the new millenium which fate has asked for all Nordic peoples."

Dr. Ley, leader of the Labour Front, in an address to Berlin armament workers (reported Transocean, 14.10.41): "Germany, as a nation of high cultural value, has given to the world more than the world could ever give to Germany. We demand a share which corresponds to the height of German culture and to the high racial status of the German people."

SS Leader Dr. Schinke, speech in the Prague Opera House (quoted Berlin correspondent of Svenska Dagbladet, Stockholm, 11.3.42): "The meaning of this war is the giving of a New Order to the world and the co-ordinating of the nation's life with the divine laws of life. The history of the Germanic nation shows that the Reich is entitled to leadership."

Nonnenbruch, in the Völkischer Beobachter (7.6.42): "We Germans wish to be a Herrenvolk, and now as never before in our history we are conscious of the Call."

Rosenberg, Reich Minister for the East, writing in the Völkischer Beobachter (6.9.42): "It must be expressed unambiguously that if anyone has a right to a privileged position, it is Germany and her immediate allies. . . . The hard fact of destiny is: Only Germany and her allies have the right to make demands."

#### The Reich as Super-State

The "Greater Germanic Reich" now being brought into being is depicted as a "super-national power" which will dictate policy throughout Europe and beyond, to suit Nazi requirements.

In an article in the Völkischer Beobachter (1.3.41), Alfred Rosenberg (now Reich Minister for the East), exhorted Germans to remember that a German Emperor spoke for the whole of Europe when there was not yet an England, nor an English language. Hitler's German Empire is now entering into its heritage of Prussia and of the earlier medieval German Empire. The hour has struck when once more the German solution must determine the fate of Europe and of the adjoining territories.

An article by Scharp in the Frankfürter Zeitung (1.3.42), entitled "The Fourth Europe" declared that the revolution of the twentieth century was doing away with the conception of the national State as the ultimate bearer of order in Europe. The Reich of to-day was continuing the true traditions of the ancient Reich idea. It was taking its place as a super-national power of order. The historical system of sovereign states is being replaced by a super-national system of order, the order of the Reich.

Rust, Reich Minister of Education, speaking in Vienna at a conference of representatives of the Scientific Institutes of Eastern and South Eastern Europe (reported Neues Wiener Tagblatt, 25.6.42): "There is scarcely any sphere of science which has not to deal with the new position of the Reich as an ordering factor in Europe."

In a further article in the Frankfürter Zeitung (19.7.42) entitled "The Reich as a Mission," Scharp wrote that the Reich constitutes at the same time the historical destiny and the eternal longing of all Germans. Ever since Bismarck's Little German unification, "Reich" has been used as the official designation of Germany. But at that time the word "Reich" was misapplied. It was the name of a State. Its foreign policy was that of one State among others. It recognized other States which resulted from the dissolution of the political unity of the Occident as the historical Powers of order in Europe. Bismarck's Reich did not claim to develop a new system of a European order from the ideas and traditions of the ancient Reich idea in opposition to the system of national States. The reality of the State pushed the idea of the Reich into the background, and most Germans were not even conscious of the fact that the conception of the Reich and that of the State were not one and the same. Even the National-Socialist revolution took place to begin with within the realm of the State. When it penetrated beyond the frontiers of the State and fetched home the Germans in the Alps and in the Sudetenland, the Little German solution had merely become a Greater German solution. The break-through to a new epoch in European history came when the German flag was hoisted in Prague. In that hour the new Reich was born. The German national State was superseded by the idea of the Reich. The process was not one of obscure mysticism but the sober result of the new power-political conditions and of geographical and historical facts. The bare facts of the situation made it necessary for the national State which forms a strong core in the heart of Europe to include within its own responsibilities the foreign peoples which extended into its own area of settlement, which lie on its fringe and which have developed under its influence; the legitimate interests of defending and securing its frontiers required this. That is the historical justification of the conception of the Reich. The revolutionary changes of this war have further widened the perspective. conception of the Reich does not know any frontiers which could be marked on a map. The Reich is not identical with Europe, it is a historical form of order which places certain tasks on the German people that go far beyond the existence and form of its own national State.

## The New Order Means Prosperity—for Germans, at the Expense of the Subject Races

Dr. Funk, Reich Minister of Economics (25.7.40): "The peace-time economy must guarantee to the Greater German Reich a maximum of economic security and to the German people a maximum consumption of goods in order to increase their welfare. European economics must be directed towards this end."

Kehrl, high official of the Reich Economic Ministry, speaking at Brunswick (quoted Münchner Neueste Nachrichten, 16.12.40): "Within the Greater German space, the German worker will be used only for higher forms of work, which means that he will get the highest wages, enabling him to have the highest possible standard of living."

Dr. Ley, leader of the German Labour Front, speaking to German miners (12.9.40): "If Germany, through its power, takes the economic life of Europe into its control, then the other nations must be required to follow and obey us and must also accede to our demand that the German people who now labour in the coal-mines shall be placed in those positions to which the German rôle of leadership entitles them. I am of the opinion that if the work is to be divided, the heaviest work should not be left to the German people."

Das Reich, 6.10.40: "Our people are destined to be the pivot and leaders of Europe's new era, and they must always fight against the temptation to devote their energies to the good of others."

## 4. STAGE TWO: GERMANS TO BE THE ONLY RACE, EXTERMINATING OTHERS

## Extermination of Non-" Germanic" Peoples and Replacement by Germans

Nazi Germany aims to go back not only to the days of slavery but, ultimately, to the still more primitive times before slavery, on which enslavement in its day was a forward step,—namely the times when victors simply exterminated the vanquished, as in the jungle. The start has been made with the Jews, then with the Poles—to be continued elsewhere.

Hitler, Mein Kampf (Eherverlag, p. 116, Murphy translation, p. 137): "In the struggle for existence those people are defeated, i.e., they are subject to enslavement, and thereby sooner or later to extinction, who can lay least claim to heroic virtues or who are not a match for the cunning lies of the parasitical enemy."

Hitler, Mein Kampf (Murphy translation, p. 250): "He who does not wish to fight in this world, where permanent struggle is the law of life, has not the right to exist."

Hitler, Mein Kampf (Murphy translation, p. 256): "Had it not been possible for them to employ members of the inferior race which they conquered, the Aryans would never have been in a position to take the first steps on the read which led them to a later type of culture; just as without the help of certain suitable animals which they were able to tame, they would never have come to the invention of mechanical power, which has subsequently enabled them to do without these beasts. The phrase 'The Moor has accomplished his function, so let him now depart,' has, unfortunately a profound application."

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Hitler, Mein Kampf (Murphy translation, p. 286): "If a people refuses to guard and uphold the qualities with which it has been endowed by nature and which have their roots in the racial blood, then such a people has no right to complain over the loss of its earthly existence."

"All the symptoms of decline . . . are at bottom caused by a lack of consideration for the interests of the race to which one's own nation belongs, or by the failure to recognize the danger that comes from allowing a foreign race to exist within the national body."

Hitler, spring of 1934 (quoted by Hermann Rauschning, *Hitler Speaks*, 1939, pp. 140-141): "We are obliged to depopulate, as part of our mission of preserving the German population. We shall have to develop a technique of depopulation. If you ask me what I mean by depopulation, I mean the removal of entire racial units. And that is what I intend to carry out—that, roughly, is my task. Nature is cruel, therefore we, too, may be cruel. If I send the flower of the German nation into the hell of war without the smallest pity for the spilling of precious German blood, then surely I have the right to remove millions of an inferior race that breeds like vermin! And by 'remove' I don't necessarily mean destroy; I shall simply take systematic measures to dam their great natural fertility. For example, I shall keep their men and women separated for years. Do you remember the falling birthrate of the world war? Why should we not do quite consciously and through a number of years what was at that time merely the inevitable consequence of the long war? There are many ways, systematic and comparatively bloodless, of causing undesirable races to die out."

"And by the way," he added, "I should not hesitate a bit to say this in public. The French complained after the war that there were twenty million Germans too many. We accept the criticism. We favour the planned control of population movements. But our friends will have to excuse us if we subtract the twenty millions elsewhere. After all these centuries of whining about the protection of the poor and lowly, it is about time we decided to protect the strong against the inferior. It will be one of the chief tasks of German statesmanship for all time to prevent, by every means in our power, the further increase of the Slav races. Natural instincts bid all living beings not merely conquer their enemies but also destroy them. In former days it was the victor's prerogative to destroy entire tribes, entire peoples. By doing this gradually and without bloodshed, we demonstrate our humanity. We should remember, too, that we are merely doing unto others as they would have done to us."

Werner Best, Chief of the Legal Office of the SS, and now in charge of German interests in Denmark, Zeitschrift für Politik, June 1942: "Historical experience has proved that the annihilation and displacement of a foreign nationality (Volkstum) is not contrary to the laws of life, provided it is total, but it is always wrong and fatal for the 'master' people to try to deprive a secondary people of their national unity and character and simultaneously to try to use their human substance to 'master' the people's volition. All peoples who use slaves and serfs of a foreign Volkstum die a racial death by intermingling with them."

Frankfürter Zeitung (14.8.40), quoting Nationalsozialistische Landpost: "The 'Herrenvolktheorie' is not only a great danger to the biological stock of our people... to make money and let others do the work would become a base ideal disrupting our people." Reich Peasants' Leader in Danzig-Westpreussen (quoted by Frankfürter Zeitung, 14.8.40): "The soil is governed by those who

work it, and not by those who let it be worked." Gauleiter Hildebrandt at a political seminar at Rostock for SA men (Rostocker Anzeiger, 13.3.41): "We must not consider ourselves a Herrenvolk allowing others to do the work. We remain a race of workers." Frankfürter Zeitung, 19.8.40: "In order to carry out all her plans, Germany wants to rely entirely on German labour: the German people are not to become a nation of overlords."

#### The Jews

The systematic German policy of extermination of Jews everywhere and taking over of their places by Germans is too notorious to need quotations in proof.

#### The Poles

Gauleiter Arthur Greiser to Hitler Youth Leaders at Poznan (Ostdeutscher Beobachter, 6.2.41): "Victory will only be achieved when the last farm is occupied by German farmers." Steinbrecher, Deutsche Rundschau, Bydgoszcz, 12.4.41: "The German plan is to settle hereditarily sound German families, and implant strong child-producing Germans."

Eugen Petrull, Ostdeutscher Beobachter (1.1.41): "No means are sharp enough to combat those Germans who cannot regard Poles as a necessary evil which it is not yet possible to remove." Danziger Vorposten, 17.1.42: Gauleiter Albert Forster spoke in Bydgoszcz: he said that the aim was to make Danzig-Westpreussen into a completely German Gau in which nobody except the Germans would have Lebensraum. Gauleiter Forster (quoted by Kölnische Zeitung, 9.2.42): "One cannot say the country is won back for Germany until every man, woman and child in this Gau is German." The Kölnische Zeitung went on to report that the Germans in Danzig-Westpreussen were "unfortunately" still in a minority; German policy aimed at Germanizing this region as quickly as possible, Hitler having set a 10-year time-limit.

German decree in Poland (reported in Daily Telegraph, 7.5.42): "A new German decree that no Polish man under 28 and no Polish woman under 25 may marry is a fresh step in the Nazi plan to reduce the fertility of the Polish nation. The decree, which applies to that part of Poland incorporated in the Reich, is supplemented by an order that any illegitimate child born to a Polish woman under 25 shall be immediately placed in a State institution. The mother herself is liable to imprisonment. This decree follows authenticated reports that Polish girls have already been removed in large numbers to Germany and to countries occupied by German forces."

Dr. Burgdöfer of the Bavarian Statistical Bureau, in a lecture reported by Krakauer Zeitung (19.3.42), emphasized the importance of a rise in the numbers of German births, and a decrease in non-German births.

(The Swiss *Die Nation* (Berne, 13.8.42) gave figures for Warsaw which illustrate the effectiveness of the German policy of extinction in action:

					Births	Deaths
August,	1939	· <b></b>	•••	•••	2,365	933
,	<b>194</b> 0	•••		•••	1,012	1,133
	1941	•••			925	1,729

These figures apply only to the Christian population. According to *Novy Kurier Warszawski* (29.8.41), in July, 1941, there were 3,459 Jewish deaths and only 267 births.)

## Experience Gained in Exterminating Poles to be Applied Elsewhere

Governor-General Dr. Hans Frank, Cracow (Krakauer Zeitung, 21.1.41): Poland "should serve as a school, facilitating similar tasks with which the Reich will be confronted later elsewhere."

State Secretary and SS Brigade Leader Leopold Gutterer of the Propaganda Ministry, at Poznan; 24.10.42: "The Warthegau" (western Poland) "is a great trial area for all questions relating to foreign peoples."

Rau, leading article in Völkischer Beobachter (15.8.42): "The new methods employed by the Party and the administration in the new and in the occupied territories, in particular in the Protectorate, in the General Government and in the new eastern territories, have already yielded experiences which are of extraordinary importance for the further fulfilment of the tasks of leadership."

#### The Peoples of Russia

Heinrich Himmler, SS and Police Chief, Reich Commissar for the Consolidation of German Nationhood, in a foreword to *Deutsche Arbeit* (quoted by *N.D.Z.*, 6.8.42): "It is our task not to Germanize the East" (occupied Russia), "in the former sense of the word, that is, to teach those living there German speech and laws, but to see to it that only people of German blood, that is, truly German, should live there. The territory can be won for Germany by the work of pure German settlers who will multiply till they fill the land."

Himmler, in an appeal to German Youth (D.N.B., 31.12.41): "The vast fields of the East which have been fought for by the German soldiers, and which have been gained by the sacrifice of their blood, must be taken over by German youth until the most remote future. And they must till this soil as soldier farmers."

Hitler, to General Erkilet (reported in *Ikdam* [Turkish], 12.3.42): "We shall stay in Moscow; we shall destroy the U.S.S.R."

Hauptbefehlsleiter Schmidt, head of the Nazi Party Training Office, and Landesrat Niemeyer, at an "Eastern Conference" (reported by National-Zeitung, Essen, 1.10.41), said that South-east Europe and the whole of European Russia must be settled by German Volksgenossen (Germans by race) inasmuch as that had not been done already.

#### The Peoples of the Americas

Walter Neumann, article "From 'Heini' to America—German", (Deutsche Arbeit, No. 12, December 1938): "German labour was and continues to be needed to make the land arable and to build it up, but the German was never permitted to become the master of the land. . . . The German element in America has not yet recognized the complete vileness of its enemy. . . . To-day America is a great and rich country. Because of disregard for the laws of races and peoples—the laws of nature—nations died and peoples disappeared in past centuries which were in their turn more powerful and mighty than America of to-day."

Ross, Unser Amerika (Our America), Leipzig, 1936, p. 210: "The white America north and south of the coloured America which is in the process of developing between Mexico and the Bolivian plateau will one day have to face the latter for a decision. . . . All this is of concern to us, for the country north of the river which is the boundary between Mexico and the United States is 'Our America.' We have created it, we Europeans, most of us being Germans and Scandinavians."

Völkischer Beobachter (4.12.38): "To-day the Jews and Anglo-Saxens constitute a majority in the U.S.A. But in colonial days it was the German settler who loved his land who made possible the development of the country. . . . The day will come when the simple American citizen, who already once succeeded in the mighty task of creating a nation out of his new home, will put an end to the whole Jewish-Puritan clan."

FORCIBLE "RE-ABSORPTION" OF "GERMANIC" (OR "TEUTONIC," "NORDIC" OR "ARYAN") PEOPLES INTO THE GERMAN PEOPLE

The re-absorption and Germanization of other peoples claimed as "Germanic" is being enforced by firing squad and concentration camp in countries already invaded by Germany. "Every drop of German blood" is needed for Germany's world-wide schemes. There are also quotations below showing that many other peoples not yet invaded are on the list for further German attentions, for which they are at present being conditioned by fifth column penetration.

#### Not a Matter of Choice but of Blood

Ernst Wilhelm Bohle, Gauleiter of All Germans Abroad, and State Secretary, German Foreign Office, addressing the Germans Abroad (Völkischer Beobachter, 12.9.42): "No sin is greater than that of renouncing German blood voluntarily. . . . The Führer had to come, to impress on all of us the fact that the Germans cannot choose and must not choose whether they want to be Germans or not, but that they were sent into the world as Germans by God."

Rudolph Hess, at the 5th Congress of the Germans Abroad, in Stuttgart (Völkischer Beobachter, 30.8.37): "My fellow Germans, German men and women, German seamen. You stand before me as a section of the Great German racial fellowship, the racial community which spreads beyond the frontiers of our country: for National-Socialism has created a racial fellowship across all classes, not only within Germany, but it has also included the German racial kin abroad. National Socialism made them proud and conscious members of this racial community. And the Germans within Germany to-day naturally consider the Germans abroad as belonging to them."

Hamburger Fremdenblatt (31.3.42): "Nationality must be based on blood, not on choice. The false theory of choice has led to the loss to Germany of numbers of men and women of German blood. They must be reclaimed. Wherever something remains to be saved 're-Germanization' is a pressing need in order to prevent the further pollution of the remaining drops of German blood."

Dr. Arnold Weingartner, Deutsche Arbeit (July 1938): "The new German racial community includes all Germans in the world... To-day one thinks no longer in terms of States but in terms of peoples."

Nationalsosialistische Parteikorrespondenz (31.8.38) on a meeting of the Auslandsdeutschtum (Germans Abroad) at Stuttgart: "The meeting of the political movement of greater Germany with its exponents in all parts of the world also becomes the test of its own power and of the strength of the community spirit. The realization of marching in step not only makes more beautiful the festive days of the Stuttgart meeting; it also continues to work as a spring of vital energy and national pride everywhere on earth where, as for us, the idea of Adolf Hitler has become the most sacred thing for all Germans."

#### **Dutch, Flemings and Boers**

Seyss-Inquart, Reich Commissar for the Netherlands, speaking at Cologne on the future of the Dutch (quoted by Berlin correspondent of Stockholms Tidningen, 18.11.41): "Instead of independence, the most Germany can offer is equality, and Holland must not count on regaining her independence. The Dutch are Frisians, Lower Saxons and Franconians; they possess the same racial characteristics as the Germans, but have not developed along the same lines. This difference must be corrected."

Nachrichten aus dem Nord-Westen (published in America), 22.1.41: "Holland and Belgium are practically of German extraction; they have only been separated a few centuries from the Reich. Now they should become part of the Reich again."

Deutsche Kolonial-Zeitung (April 1941): " If one remembers that the Dutch, who have so often been proclaimed by the nationalist Boers to be their ancestors, are in their turn descended from Lower Franconian and Frisian tribes, then one has every right to claim that almost the whole of the Boer people is of German blood."

Dr. Max Clauss, in Berlin-Rom-Tokio (quoted by Transocean 15.11.40): "There can be no doubt that the South African Union belongs to Europe."

Dresdner Neueste Nachrichten (20.11.41): "Holland's freedom will be secured on land and sea when she returns to her own past—namely to the Reich."

German Nazi Party speaker, Moller, at Phillips factory, Eindhoven (12.9.42): "We need the biological power of the Dutch people in Eastern Europe. We have given the Dutch people the Labour Front and the Volksdienst (People's Service) which the Czechs and the Poles did not get from us. Our principle is the racial principle."

German technical periodical, quoted by Berlin correspondent of Sydsvensha Dagbladet, Malmö (10.1.43): "Five million Dutchmen must go to the Ukraine. . . . Dutch emigration to the East will affect whole communities, villages with families, school teachers, village artisans, physicians, chemists, burgomasters, municipal officials and architects, to maintain Dutch manners and custom in the Ukraine. . . . After the war Dutchmen will also sail the seas of the world, but only in the service of the great Germanic community of peoples."

Anton Mussert, Dutch Nazi quisling and German mouthpiece, at Lunteren, 31.7.42: "I hope there will come a time when there will be no more Dutch or Scandinavian Rÿk, but only a Great German State . . . a United German Reich under the leadership of Adolf Hitler. . . . The Dutch are not entitled to have a different opinion of the German State from Germans themselves. . . The different Germanic peoples will have to have one language. . . . The Dutch soldier and the German soldier will in future stand shoulder to shoulder."

Seyss-Inquart, Reich Commissar for the Netherlands, to German Nazis, at Amsterdam, 13.3.41 (Kölnische Zeitung, 15.3.41): "The Germans will develop particularly the teaching of German in Dutch schools: no Dutchman must in future be ignorant of the German language."

#### Scandinavians

Reichsleiter Alfred Rosenberg, Chief of the Nazi Party's Foreign Policy Department, the Führer's Trustee for the Spiritual and Ideological Education of Party Members, author of Der Mythus des Zwanzigsten Jahrhunderts, second

Nazi Bible after Mein Kampf, and now Reich Minister for the Occupied Territories in the East, at a Nordische Gesellschaft conference at Lübeck (10.7.40): Regarding Germany's relations with Scandinavia, "destiny has decided that the German Reich take under its protection the whole region from which the Germanic peoples once emigrated . . . the great Germanic union of the peoples of the North Sea and Baltic realm has occurred . . . the whole Germanic realm stands under the will of a common destiny and the land of origin of the Indo-Germans will be united in a common defence. . . . I hope that all Germanic peoples will recognize this historic hour in the way we do and will join with us. . . ."

Josef Terboven, Reich Commissar for Norway, at a harvest festival speech in October 1941, said that Norway must fall under German sovereignty or adopt a philosophy of life in accordance with Germany's own and be part of the Great Germanic Union.

German circles in Oslo, reported by the Berlin correspondent of Svenska Dagbladet (3.10.42), stated that a Greater Germany would shortly come about, comprising Germany, Holland and Norway and open to all Teutonic countries. "It is expected that Denmark will volunteer and also all countries considered as racially and ideologically linked with the Teutonic Leensbanschauung" (outlook on life).

A prominent representative of the Waffen SS (armed SS), quoted by Martinsen, quisling Norwegian police chief, at a recruiting meeting for the SS in Norway (Aftontidningen, Stockholm, 30.8.42): "After the war there will be no free Norway, Sweden, Denmark or Finland. These countries with Germanic populations will be incorporated in a larger community, the Great Germanic Union under Hitler."

Max Trebst, editorial in Hamburger Tageblatt, 10.9.41, on the Swedish Professor Sundberg's book The Nordic Question: "Our refusal of Sundberg's and other narrow Nobel Scandinavian ideas is decided by the fact that Danish, Norwegian and Swedish volunteers, as well as Finns, are fighting against Bolshevism in loyal comradeship with the German Forces . . . the valuable people in the north are welcome. For them, by reason of their Germanic blood inheritance, it will be easy to line up on the side of their great German brotherhood and unite in a truly German unity for the fulfilment of the tasks of the future."

Berliner Lokal-Anzeiger (24.2.42): "The dream of a United States of the four Scandinavian countries was never really uniform... the natural Grossraum is a Northern-Teutonic one and it is extremely foolish to create contrasts between the Northern and Teutonic races. The Swedish attitude has lately given cause for disagreeable reflections on our side."

#### The "Teutonic" French

Völkischer Beobachter (10.9.40): "France would never have become what it was without the influx of German tribes: Goths, Alemans, Burgundians, Normans, etc. The French provinces in which German blood predominates have always been those that are in every respect most valuable. The wars of the Albigenses and the Huguenots and the French Revolution could not altogether banish these racial values and traits of the German character from French soil and from the French people. . . . Every German soldier who has been in Prance is at once confronted with so much that is akin to himself, that he

recognizes as German, that he cannot help asking himself: 'What is really French and what is German?'."

German-controlled Radio-Brussels (2.5.41): "The Calais district has a Netherlands aspect. . . . The Artois district has an essentially Teutonic population. French Flanders is the ethnical hinterland of the Netherlands. The race is of Teutonic descent."

#### "Germanic" Belgians

Dresdner Neueste Nachrichten (24.8.42): article on "French Flemings' Cultural Congress at Lille": "Jules Sottiaux published a book in 1906, in which he proved the Walloons' Celto-Germanic origin."

#### " Nordic" India and Persia

A. Rosenberg, Mythus des Zwanzigsten Jahrhunderts, p. 28: "When the first great wave of Nordic blood flooded the high mountains of India... the Indians, unconsciously as it were, kept apart from the alien, dark element they found there." pp. 32-3: The Persians "could not prevent their Aryan blood from being merged in Asiatic blood, and thus the great Empire of the Persians went down."

#### " Unser Amerika" (Our America)

Hitler, Mein Kampf, pp. 313-14: "North America, whose population consists overwhelmingly of Germanic elements. . . . The racially pure and more unmixed Teuton on the American Continent has arisen to be its master."

Hitler, June 1933, quoted by Hermann Rauschning (Hitler Speaks, pp. 77-9), who was present: "The sound elements of the United States will one day awaken as they have awakened in Germany. National Socialism alone is destined to liberate the American people. . . . I shall undertake this task simultaneously with the restoration of Germany to her leading position in America. Have you forgotten that the declaration of German as the national language was lost by only one voice in Congress? The German component of the American people will be the source of its political and mental resurrection. The German-American, rejuvenated by National Socialism, will be called to lead a new America. We shall soon have an SA in America. . . . I guarantee, gentlemen, that at the right moment a new America will exist as our strongest supporter when we are ready to take the stride into overseas space."

Deutscher Weckruf und Beobachter, organ of the German-American Bund, quoted in Report from the Special Committee on Un-American Activities (3.1.40): "We may have lying in the cupboard different citizenship papers, and yet we are all German men and links of a German community of hundreds of millions."

Deutsche Wochenschau (28.4.37): "There is a very strong and well established peasantry in America. . . . It is hidden—it is an unknown Germany, though it may comprise millions of German beings. . . . That is an unknown Germany in America. . . . But all the same it is the basic element of the future development of Germanism in America. And the future of Germanism in America is secure because there still exists a true German peasantry."

Dr. Hugo Grothe, Kleines Handwörterbuch des Grenz- und Ausland-Deutschtums (Handbook of Germans on our Borders and Abroad), Munich and Berlin, 1932: "The future history of German-Americanism will depend on its strength, that is, on its ability to be German, and its racial consciousness, that is, its will to be German. A part of the population which by blood makes up one fourth of the population and whose significance goes beyond this proportion cannot be denied its strength."

Karl Grunswald and Otto Lukas, Aufgabe und Stoff eines Geschichtsunterrichts auf rassischer Grundlage (Scope and Material of a Teaching of History on a Racial Basis), Frankfurt-am-Main, 1938, 3rd edition, p. 181: "Probably one half of the white population in the United States is of German descent..."

Ross, Unser Amerika ("Our America"), Leipzig, 1936, pp. 12-13: "America must be conceived in new terms and there can be no other starting point for this new thinking but the blood of its inhabitants. One half of this blood is not British. . . . "Hundred per cent. American"—that is we, we old German families. . . ."

Albert Bernhardt Faust, The German Element in the United States, New York, 1909 (recommended by the Nazis in 1937 as English reading material for racial education); p. 27: "The German element, by adding its large contribution, between 18 and 19 millions (or about 27 per cent. of the entire white population of the United States), to the 20 millions or more from England, has made the American people a Germanic nation."

Max Hannemann, Das Deutschtum in den Vereinigten Staaten ("Germanity in the United States"), 1936, p. 59: "Germanity in the United States comprises also the German Austrians, the Germans from Czechoslovakia, the Hungarian Germans, the Swiss Germans, the Russian Germans and many small groups of German blood from various countries. . . . German blood, therefore, proves to be one of the strongest components in the composition of the present-day American people. . . ."

Werner A. Lohe, Roosevelt-Amerika, published by Nazi Party publishers, Franz Eherverlag, Munich, 1939, p. 83: "Racially America, so far as the United States is concerned, is a conglomeration of European nations, in which the German element is numerically strongest."

#### . "Nordic" Africa, Australia and South America

Dr. Rudolf Benze and Alfred Pudelke, Rassische Erziehung als Unterrichtsgrundlage der Fachgebiete (Racial Education as a Basis for Teaching of Technical Subjects), Frankfurt-am-Main, 1937, p. 157: "All migrations by Nordic peoples since the remotest times have had one thing in common; they seek a new home, they moved in order to settle. That is why they have a thorough and permanent effect on the country and economy wherever they go. That is how America developed, which is Germanic in its essential features and not only by blood. Thus there developed a Germanic South Africa, a Germanic Australia, an essentially Romanic, but in many areas even German, South America, a Franco-Italian North Africa."

#### Spaniards and Chileans are German

W. Brehm, Der Welthampf (The World Struggle), No. 179, Munich, November 1938, p. 512: "It was chiefly descendants of the Spanish Goth who conquered and colonized Chile. As a matter of fact in almost all old sources the first Spaniards are described as fair, tall men with blue eyes, characteristics which differ substantially from the present Spanish type. It is well known that a warrior caste of pure German descent preserved itself in Spain up to the 15th and 16th centuries. These warriors undertook the conquest and colonization of the American continent: only much later, when peaceful conditions had

developed, the Arabian-Jewish groups of the Spanish people came to Chile as merchants and in other professions. The first group of immigrants, however, was decisive. . . . It is of tremendous importance that Chile become conscious of the important rôle of the Nordic race in her racial structure. . . ."

#### German Portugal and Brazil

Deutsche Arbeit (6.6.38): "Germanic feudal lords since the time of the invasion by the Alanes, Sueves and Visigoths lived on their estates as landowners and members of the highest Portuguese nobility. . . Their number was increased by the fleets of German crusaders in the 13th century, when these stopped in Lisbon or rendered feudal service against Islam in Portugal. . . These German feudal lords, often financially ruined by wars, the demands of the Court or careless administration, made up the ruling caste of Portugal even at the time of the discoveries. Their old Wanderlust, the possibility of gaining new possessions and their courage . . made them join Diaz, da Gama and Albuquerque—this latter name sounds suspiciously Germanic—and go, too, to Brazil when the Portuguese crown slowly began to open that country. Those blonde, long-headed people of feudal origin became the pioneers of the first colonization and remained as feudal lords in Brazil. . . . Among the first families of Brazil the blood of those mighty warriors still lives to-day, those bearers of old noble names, of Germanic origin."

Deutsche Arbeit (No. 8, August 1938), complaining of the Brazilian treatment of the German-Brazilian: "The German-Brazilian is to descend from his high plane of culture until he is on a level with a feeble mongrel race, where he is supposed to prove his cultural abilities by lifting up this mongrel race. He is put before this decision: either he must fight for the freedom to develop his racial qualities or he must be a blood-donor for the creation of a 'new race,' the 'Brasileira' race, which anyway cannot be better than any other hybrid thing . . . and become the servant of a mongrel race."

#### German Race in South-eastern Europe

Dr. Josef Marz, Professor of Prague University, National Zeitung, Essen (24.9.42): "Since the days of the Hungarian Queen Gisela, when German knights, burgers, peasants and craftsmen helped to bring Hungary to order within the European community of nations, since the immigration of the Mosel Franks to Transylvania, when a firmly established German community sprang into existence, up to the colonization of the Banat and far into the 19th century, the German race (Volkstum) has again and again acted as a leaven, permeating the countries of South-eastern Europe."

## The "Germanic" and "Aryan" elements among the Czechs to be "re-absorbed"

Reinhardt Heydrich, Reich Protector for Bohemia and Moravia, later assassinated, in New Tag, Prague (20.11.41): "The present population of Bohemia and Moravia originated from various races migrating from the East to these lands, where, during the course of centuries, they have become strongly intermingled with Germanic elements." German-controlled Prague-Radio (24.11.41): "By reason of blood ties with the Reich, the Czech nation was for nearly a thousand years part of the German-speaking Holy Roman Empire. It is, furthermore, a member of the great Aryan race which is being led by the German nation. This is a fact which must be driven home by the teaching profession. . . . A fundamental principle of National Socialism is that a nation is determined by

blood-relationship." The extermination of any non-"Germanic" elements among the Czechs was of course Heydrich's speciality, as brilliant second to Himmler.

#### The "Germanie" Crosts and Slovenes

Friedrich Husserl, on Radio Cologne, in German (25.4.41), categorically claimed Slovenia as a German district where, before the last war, there had been a German majority.

Dr. Friedrich Rainer, Gauleiter of Carinthia, Chief of Civil Administration in north-west German-occupied Yugoslavia, claimed in a speech (quoted in Swiss report, 5.10.42) that the inhabitants of Northern Slovenia were of German blood. He declared that on October 1 they became subjects of the Greater German Reich, and that men will be conscripted for the German Army.

Völkischer Beobachter, 13.4.41: "Croat scientists nowadays deny the Slav character of their people and see in the Croats of to-day the descendants of the original Illyrian population and of Gothic and other Germanic tribes."

#### "Nordic" Greeks and Italians

Frick, Allgemeine Deutsche Lehrerzeitung (15.8.33): "The history of Greece must start from the lands of Central Europe. The Nordic Greeks formed the predominating class in that country."

"The history of Italy should also be traced from Central Europe."

Wilhelm Roediger, Geschichte, Ziel, Stoff und Weg (History, its Purpose, Matter and Method): "The Roman State, Greek art and poetry are the products of the gloriously unfolding Northern spirit."

#### " Nordic " Turks?

Frick, Aligemeine Deutsche Lehrerzeitung (15.8.33): "Asia Minor and Northern Africa show the evidence of Nordic civilization."

#### " Aryan" Blood among the Japanese

Hitler, Mein Kampf (Murphy translation, pp. 252-254): "Just as the present Japanese development has been due to Aryan influence, so in the immemorial past an outside influence and an outside culture brought into existence the Japanese culture of that day... the ancient civilization of Japan actually became fossilized and petrified. Such a process of senility can happen only if a people loses the racial cell which originally had been creative... After a thousand years or more the last visible traces of those former masters may then be found in a lighter tint of the skin which the Aryan blood had bequeathed to the subjugated race, and in a fossilized culture of which those Aryans had been the original creators."

#### Few "Nordic" Slavs Left

H. Goebbel, Handbook of History, Duerr, Leipzig: "The Slavs also belonged to the Nordic race at one time, but they were looked on by the Germans as foreigners, because even in the earliest times they had so mingled with the Mongol hordes that they retained hardly any of their northern blood."

Heinrich Himmler, SS and Police Chief, and Reich Commissioner for the Consolidation of German Nationhood, has already recruited Standarten of the Waffen SS (units of the armed SS) from "Germanic" elements in Norway, Holland, Denmark, France and some Balkan countries, to fight for Germany. They swear loyalty to Adolf Hitler as the "leader of all Germanics (Germanen)," and are at present being used on the Eastern front.

#### The Exception: the Unredeemable British

National Zeitung, Essen (Göring's paper) (1.8.42): "Friedrich List in 1846 already harboured the thoughts which since then every politically-minded German has considered worthy of realization. Like Adolf Hitler, he believed in the possibility of England listening to the voice of reason and foresight. . . List pointed to the history of the German Hansa towns and reminded England that everything she stands for is based on the German Hansatic spirit which turned a nation of sheep-breeders into seafarers and merchants. . . List concluded his pamphlet by warning England that Germany would shortly be so strong that any further anti-German policy on the part of England would give rise to the cry among the German people: 'Carthage must be destroyed.' That is indeed the cry which a strong Germany is to-day raising against England. . . "

Goebbels, at Poznan (19.1.40): "In Germany there is only one opinion about the English—destroy them!"

Dr. Ley, Angriff (20.12.39): "England must be destroyed and become once more that unknown green island that she was centuries ago." Ley, at Chemnitz (Leipziger Neueste Nachrichten, 9.2.40): "It is a fight for the destruction of England. . . ."

Alfred Rosenberg, Völkischer Beobachter (1.3.41): "A German Emperor spoke for the whole of Europe when there was not yet an England nor an English language. What is happening to-day is the liquidation of the intervening period between then and now."

Berliner Börsen-Zeitung (16.3.41): "For Britain the fate of Carthage is reserved."

#### 5. STEPS OF EXPANSION

#### THE PRINCIPLE OF THE "GROSSRAUM" A VAST AREA DOMINATED (ULTIMATELY EXCLUSIVELY POPU-LATED) BY THE "FÜHRUNGSVOLK," THE GERMANS

The National Zeitung, Essen (23.9.41), had a leading article on "The Principles of a new Grossraum Order": "Grossraum is not a geophysical but a geopolitical conception. Grossraum is the whole territory which can be made a unity over and above the national territory of a people, and which is clearly defined against other Grossraume either existent or possible." The article, discussing the legal relationships between the peoples of the Grossraum, declared: "This order is never a voluntary permanent relation for the peoples concerned. Among the components which create the order and shape it, one will, namely the will of the strongest, dominates. The peoples order is shaped through the will of individuals whom we call Führer. In international law the stronger peoples force their will on the weaker ones. This constitutes the legalistic nature of the Grossraum order."

Dr. Werner Best, a high official in the SS and Chief of the Legal Office of the SS (who has since been appointed to take charge of German interests in Denmark) contributed an article to the Zeitschrift für Politik (June 1942), in which he described the "Grossraum" as "a political Raum which is welded into a new political and economic entity by one people extending beyond its own nation's Raum. The Führungsvolk within the Grossraum is the people which welds the Grossraum into one unity, which creates the Grossraum order and exercises the Grossraum administration."

Dr. Konrad Meyer, Berliner Börsen-Zeitung (24.12.40): "The newly acquired territories of the German Grossraum must be regarded not as colonies or economic spheres of interest, but as an absolutely essential expansion of the people's Lebensraum... there cannot be the slightest doubt that the new territories can be completely filled with German people."

## SOVEREIGN STATES CAN NO LONGER EXIST IN EUROPE : GERMANY ALONE MUST CONTROL THE CONTINENT

Under the specious plea of "bringing unity" to the Continent, Germany takes it upon herself to boss the whole of Europe and deprives the other States of any say in international affairs.

Rosenberg, in an address on the destiny of the Nordic peoples, broadcast by Deutschlandsender (9.7.40): "A law of our time creates a continental European sphere of interests, the basis for a community of destiny of the entire continent, within which a special task falls to the greater Germanic Space. . . We are convinced that a small nation does not demean its honour by putting itself under the protection of a very large nation or a great Reich. . . . To recognize the greatness of a Reich like that of Germany is not a sign of weak will or of a dishonourable attitude, but is the acknowledgement of a law of life, of a law of space. . . . Fate has willed it that the German Reich has taken under its protection the whole area from which Germanic tribes originated."

German-controlled Czech broadcast from Radio Podebrady (21.9.40): "The existence of small States in Europe belongs to the past. The big nations take them under their leadership and protection."

Goebbels at a Press Conference, 8.3.41 (reported Svenska Dagbladet, 9.3.41): "The smaller countries must, for their own good and for the advantage of Europe, submit themselves to a leader State, especially regarding the four above-mentioned political categories" (i.e., military, economic, financial and foreign-political affairs).

The Cultural Leader of the German Party in Slovakia, in a speech of 23.11.41: "It is ridiculous for people to keep talking about politics and criticizing, as politics are not decided by us unimportant people, but solely by the Führer for the entire European reconstruction space."

## THE EUROPEAN "GROSSRAUM" UNDER GERMAN DOMINATION TO INCLUDE ALL AFRICA AND HALF ASIA

Not content with laying claim to the whole of Europe, the Germans demand to annex to it as "complementary" the whole of Africa and a large and unspecified portion of Asia.

The leading Nazi authority on geopolitics, Professor Haushofer, in an article in the Zeitschrift für Geopolitik (quoted by the Swiss Weltwoche, 6.6.41) wrote that it was essential to include African reserves of foodstuffs and raw materials in the European living space, which thus became the Eurafrican economic space. Germany would be the leader of this giant economic space.

Dr. Jahrreiss in Kölnische Zeitung (6.10.40): "Europe, with a strong German centre and a resurrected Mediterranean, must, with the inclusion of all Africa, be formed into one political continent."

Berliner Börsen-Zeitung (26.8.40): "The new European order will have its effects upon Africa, since Africa has been historically assigned to Europe as a supplementary continent."

Max Clauss in Berlin-Rom-Tokio (quoted Transocoun, 15.11.40): "The new north-south Axis of Africa will be the extension of the Rome-Berlin Axis."

The National Zeitung, Essen, local edition (24.11.42) had an editorial entitled "European Claims," saying that the European living space and the settling of Europeans does not stop at a purely cartographical line, such as the Ural frontier, but at the frontier of areas which are not absolutely essential for the existence of the peoples of Europe. The Mediterranean has never been a separating factor; it is rather a bridge of water linking the European with the African sphere and has always been considered as such. It has always been a complement to the sources of Europe's supplies. Africa is not "alien space" for Europe. It would therefore be nonsensical to concede any claims to Powers who do not belong to the European space.

Frankfürter Zeitung (24.8.41) in an article on "The Birth of Europe":—
"The frontiers remain fluid. For example, it depends largely on the domination of the Mediterranean, to what extent the Near East can be counted as part of Europe. According to a statement by Werner Daitz, 'Europe, as the irreplaceable core of the living space of the peoples of the white race, stretches from Gibraltar to the Ural mountains and from the North Cape to Africa, and its natural complementary and colonial spaces stretch as far as the Sea of Okhotsk and the Bering Sea and southwards far into Africa."

#### GERMAN DESIGNS ON THE AMERICAS

(See also under "Unser Amerika," p. 20 above).

Leipziger Neueste Nachrichten (1.1.42): "Our settling up with Roosevelt is an epilogue which could never have been avoided, as Roosevelt was Germany's chemy long before England declared war. Germany would never have been able to think of peace until Roosevelt had been defeated."

Hitler to an SA leader, 1933 (Hitler Speaks, Rauschning, 1939, pp. 69-71): "We shall create a new Germany in Brazil... We must send our people out to them. Our youth must learn to colonize... The Argentine and Bolivia are in the first line of interest."

Hitler to Dr. Rauschning, 1934 (Hitler Speaks, pp. 74-5): "If we had Mexico we should solve all our difficulties. Mexico is a country that cries for a capable master.... With the treasure of Mexican soil Germany could be rich and great!"

Hamburger Fremdsublatt (20.3.41): "Transfer 80 million Germans to America and they would make that land a paradise."

Ross, "Unser Amerika" (Our America), Leipzig, 1936, pp. 16-17: "The German blood in the United States is bound to play once again a creative and moulding part... The German regeneration and the breakdown of the old American idea are more formidable than most people abroad, perhaps even inside Germany, realize. It is only a part, only a symptom of a world-movement." p. 26: "Our America, not only because German blood is flowing in at least twenty to thirty million Americans... but because America in its roots is a creation of the German spirit, and because it can be brought through the serious crisis in which it is to-day only if it finds these roots again... when the Americans of German blood realize that 'Our America' means creating an America which is wholly their country, not although, but because, they are of German blood."

#### THE POWER OF THE REICH TO BE WORLD-WIDE

Hitler, Mein Kampf: "A State which in a time of racial poisoning deves itself to the care of its best racial elements is bound some day to become master of the world."

Dr. Hans Frank, Governor-General of Poland, in a Christmas message to the Germans in Poland (21.12.40): "We are proud to master the world as Germans. Adolf Hitler has set up a Reich which reaches from the Atlantic to the Bug, from the Pyrenees to the North Cape. . . . To-day Adolf Hitler is called upon to be the leader of the world, unhampered by anyone."

Deutsche Allgemeine Zeitung (2.9.40): "After the war, armament will go on at the present rate, bringing new world power to Germany."

Admiral Raeder (28.1.41): "The navy will be expanded to a strength worthy of a world power...it will carry the German flag and the German name over the space of the Globe."

Dr. Funk, Reich Minister of Economics, speaking at a meeting in Prague of the South East Europe Society (reported \*D.N.B., 17.12.41), said that, with the inclusion of Bohemia and Moravia in the German living space, the German people realized for the first time that the young Third Reich was again taking up the old idea of a Greater German Reich. "Since then, Europe's political development has advanced with gigantic steps, and to-day Germans are no longer thinking only of the Greater German task but above all of the European task, which, through the recent events in the Pacific and East Asiatic space, has become a world-wide task."

Ministerialrat Dr. Hans Baermann, head of an economic group of the Munich Party Office, in a lecture on the Nazi economic policy (reported Westfälische Zeitung, 14.12.41): "We must understand to-day that, with the eastern campaign, a Copernican system has commenced in our economy... with the eastern campaign and its victorious conclusion, we are about to put our political and economical political thinking upon an entirely new basis. Our purpose is to become a world power.... The terrific strain which is being put upon our people must not give rise to the interpretation that this war is an economic fight. On principle, all we do is dictated by the policy of might."

Gauleiter Waechtler, Reichswalter of the N.S. Teachers' Association (15.10.40): "The Greater German fight for freedom has for its aim world domination (Weltherrschaft). Germany is a world power or she is nothing."

Hitler, Mein Kampf (Eherverlag, p. 422): "We all feel that in some distant future man will be faced with problems admitting of a solution only by the one superior race, called from on high, the Herrenvolk, which will have at its disposal the means and resources of the whole Globe."

The Nazi German Slogan: "Ein Volk! Ein Reich! Ein Führer!" (One People! One Realm! One Leader!)

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# THE WAR EFFORT OF THE UNITED KINGDOM

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HE Government White Paper tells for the first time the story in facts and figures of the United Kingdom's mobilization for war.

It discloses the extent to which manpower and resources have been mobilized and the manner in which they have been organized for war production; the immense contribution made by women and the remarkable output of arms and munitions achieved. It shows how considerable was the extent to which this production supplied our own needs and those of our Allies; how carefully co-ordinated has been the planning of imports and home production to husband vital shipping space, how food policy and agricultural production have been interlocked to serve these same purposes of total war effort, and how the immense task of financing this tremendous war effort has been accomplished. Finally it shows the sacrifices in the lives of men and women of the Services, of the Merchant Navy and of the civilian population, in the loss of shipping, the destruction of houses, in increased burdens of taxation, lower living standards, the abandonment of export trade and the sale of foreign investments that this gigantic effort has involved.

To see this story in its full significance it must be remembered that what has been accomplished in production has been done by a people living under aerial bombardment and faced with attempted blockade by sea; that for two long periods, and these the most critical, factories had to work under constant and severe air attacks which destroyed and damaged many, and that everything brought to these shores during a large part of this time had to run the gauntlet of U-boat attack. Production and transport have been handicapped by the blackout, by the dispersal of factories in order to deny to the enemy the vulnerable targets he sought, by the diversion of shipping from London and South, and East coast ports and by the disruption of normal channels of communication.

Men and women engaged in tasks of war production, which called for great efforts on the part of all, have over and above these tasks given service in Civil Defence, in the Home Guard, the Fire Service, and later as Fire Guards and in part-time duties in canteens, hospitals, salvage drives, savings groups, in helping the evacuated and bombed out, in all those innumerable activities that have become a part of the essential texture of wartime life in Britain. Few have been content with one job.

It is against this background of danger and difficulty, of hardship and sacrifice, that this story of unprecedented mobilization must be seen. It is an achievement of which the men and women of Britain have a right to be proud.

# THE WAR EFFORT OF THE UNITED KINGDOM

# I

#### HOW MANPOWER HAS BEEN MOBILIZED

(showing the extent to which manpower and womanpower have been mobilized)

#### I. THE EXTENT OF THE EFFORT

In June, 1944, the population of Great Britain\* (England, Scotland and Wales) was approximately 46\frac{3}{4} millions. Nearly a third of this total consisted of children under 14 (9 millions) and of men over 64 and women over 59 (5\frac{3}{4} millions).

The population in the "active" age groups (men aged 14-64; women aged 14-59) was therefore only 31,930,000. This was almost equally divided between men (15,910,000) and women (16,020,000). Of this total in June, 1944, approximately 22 millions had been mobilized. The remaining 9,914,000 consisted mainly of housewives with such domestic responsibilities as the care of young children or invalids, or housekeeping for men and women engaged in the war effort, including those billeted upon them, or for evacuees, of students and school children over 14, and invalids (including war invalids).

This total of 22 millions mobilized for the Services and industrial employment represented an increase of 3½ millions since June, 1939. It included 93.6% of the men aged 14-64 and 44.4% of the women aged 14-59 in these age groups (the 900,000 women part-time workers being included on the basis of two being equivalent to one whole-time worker.)

Northern Ireland, population 1½ millions, is not included in the Ministry of Labour manpower statistics.

#### This is how the total was divided:

The	Services and Whole-time Civil Defence Armed Forces	MEN 4,502,000 225,000 e:	WOMEN — 467,000 56,000	5,250,000
Muni	tions (Group I) Industries (Iron and steel, non-ferrous metals, shipbuilding, engineering, aircraft, vehicles, instruments, chemicals and explosives).	3,210,000	1,851,000	5,061,000
Basic	(Group II) Industries (Agriculture, mining, public utilities, national and local government, inland transport, shipping, and the manufacture of food, drink and tobacco). TOTAL Group II Industries	4,059,000	1,644,000	5,703,000
Other	(Group III) Industries	2,900,000	3,102,000	6,002,000
	:	GRAND TO	ΓAL	22,016,000

In addition to these 22 millions in the active age groups, it is estimated that approximately one million older men and women were also in paid employment.

57% of all men between the ages of 18 and 40 have served or are serving in the Armed Forces. The other men in these age groups have been kept in industry because of special skill, particularly in making munitions, or because they were unfit for service in the Armed Forces.

55% of the total number of single, married and widowed women aged 18-40 (90% of the single women) were in the Services, whole-time Civil Defence or employed in industry. Two million of these had never been employed in industry before and represented, therefore, a net addition to the industrial labour force.

#### 2. PART-TIME VOLUNTARY WORK

Large numbers of men and women have also rendered part-time voluntary service:—

- 13 million men in the Home Guard.
- 11 million men and 350,000 women in part-time Civil Defence.

Over 1,000,000 women were enrolled in the W.V.S. and many hundreds of thousands of others were giving part-time war service of different kinds in the organization of salvage parties, savings groups, the collection, making and distribution of hospital supplies, comforts for the Forces and the Merchant Navy, etc.

Several millions of men and women performed 48 hours a month fireguard duties.

## 3. THE GROWTH OF THE ARMED FORCES

The total (June, 1944) of  $4\frac{1}{2}$  million men serving in the Armed Forces was reached in spite of casualties sustained during five years of war. Including the number of killed, missing, taken prisoner, or released on medical and other grounds, the total number of men who have served or are serving in the Armed Forces of the United Kingdom during this war is over  $5\frac{1}{2}$  millions.

The following table shows the rapid expansion of the Armed Forces (not including those locally enlisted abroad who by 1944 numbered 40,000), and Women's Auxiliary Services:

MID-YEAR	MEN	WOMEN	TOTAL
1938	 384,000		384,000
1939	 477,000		477,000
1941	 3,271,000	103,000	3,374,000
1942	 3,785,000	307,000	4,092,000
1943	 4,284,000	461,000	4,745,000
1944	 4,502,000	467,000	4,969,000

The numbers engaged in Whole-time Civil Defence reached their peak in 1941. In 1942 the total was maintained by the enrolment of further women to replace men transferred to other work or the Forces. The reduction of bombing and the enrolment of fireguards made it possible after 1942 to reduce the numbers further.

MID-YEAR		MEN	WOMEN	TOTAL
1939	• •	80,000	_	80,000
1941		324,000	59,000	383,000
1942	• •	304,000	80,000	384,000
1943		253,000	70,000	323,000
1944		225,000	56,000	281,000

#### 4. INDUSTRY

(a) The Switchover of manpower and the growing part played by women

Employment in the munitions industries reached its peak towards the end of 1943, since when there have been slight reductions in this category. Reductions in Group III industries have been very substantial and continuous throughout the war, the number of men in 1944 being half of the corresponding 1939 total, and the total of men

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and women employed dropping between 1939 and 1944 from 9\frac{1}{4} to 6 millions.

The detailed changes showing the extent to which women have come into employment, thus releasing men, may be summarized as follows:—

	GROUP I	(Munitions)	GROUP	II (Basic)	GROUP III (Others)		
	MEN	WOMEN	MEN	WOMEN	MEN	WOMEN	
June, 1939 (June, 1943 June, 1944	2,600,000 3,305,000 3,210,000	506,000 1,928,000 1,851,000	4,688,000 4,040,000 4,059,000	852,000 1,592,000 1,644,000	5,798,000 3,093,000 2,900,000	3,479,000 3,186,000) 3,102,000	
+ or —	+610,000	+ 1,345,000	629,000	+792,000	2,898,000	-377,000	

Some striking changes are to be noted between 1939 and 1944 in individual industries. For example:—

	INDUSTRY		MALES	FEMALES
GROUP II	Agriculture and horticulture Mining National Government Service Local Government Service Transport, Shipping and Fishing	••	98,000 66,000 + 104,000* 198,000 184,000	+117,000 +8,000 +372,000 +142,000 +161,000
GROUP III	Building and civil engineering Textiles Clothing Other manufactures Distributive Trades Other services		694,000 180,000 73,000 462,000 916,000 529,000	+ 7,000 —196,000 —165,000 — 26,000 — 43,000 + 60,000

\*Much of this increase has occurred in the number of industrial employees of the Service and Supply Departments.

# (b) Extent of employment on Government work.

At the middle of 1944, 7.6 million persons were engaged in the manufacturing industries (excluding mining), and of these

76% were engaged on Government work,

20% on work for the home market, and

4% in producing goods for export.

In 1938 about 15% of persons in the manufacturing industries (excluding mining) were engaged in producing goods for export.

Even in the Group III manufacturing industries, which have to meet the needs of the civilian population, half of those employed are working on Government orders. The proportions for individual industries in 1943 were as follows: Textiles 49%, clothing 39%, boots and shoes 20%, other manufactures 79%.

# II

## THE EXPANSION OF PRODUCTION

(showing the striking and rapid expansion of war production)

#### I. MUNITIONS

The monthly output of munitions in the United Kingdom in the first half of 1944 was about six times as great as that at the outbreak of war. As a result, the United Kingdom has not only been the principal source of supply of the munitions required by the British Commonwealth and Empire Forces (though large quantities of equipment have also been made in the Dominions and India, and supplies have been received from the United States both against British cash purchases and under Lend-Lease) but has also been able to equip the Allied Forces dependent on us for supplies, provide substantial assistance to Russia, and help other Allies.

About 7/10ths of the total supply of munitions produced by, or made available to the British Commonwealth and Empire since the beginning of the war has been produced in the U.K. and about 1/10th by other Empire countries, a total of 4/5ths from British Commonwealth and Empire sources. The remaining 1/5th of Empire supplies has come from the U.S.A. Of this American contribution 1/5th has taken the form of British cash purchases.

The production achievement is all the greater when the changes in production types required as the war progressed are taken into account. The average hours of work for men, including overtime, in the munitions industries were 54 hours a week at the beginning of 1944, compared with 48 hours before the war.

PRODUCTION OF PRINCIPAL ITEMS OF MUNITIONS BY THE UNITED KINGDOM FROM SEPTEMBER, 1939, TO JUNE, 1944.

ı.	Naval Construction		STANDARD
	(a) Naval Vessels	NUMBER	DISPLACEMENT
	Major Naval Vessels	722	1,333,961
	Mosquito Naval Craft	1,386	132,796
	Other Naval Vessels	3,636	440,320
	(b) Naval Munition:	Turk	retain the (8)
	Naval Guns (including 20-mm)	49,865	of Judicial In
	Ammunition (excluding rounds 20-mm) Mines and depth charges	23,335,000	primary s.A.
	Torpedoes	897,274	
2.	Ground Munitions	12	brond, W
	(a) Artillery	,	
	Field, medium and heavy artillery equipme	ents Hothwar	13,512
	Heavy A.A. equipments	and Instant	6,294
	Anti-tank equipments	Services of the services of th	15,324 27,882
	Tank machine guns	ou andson a	57,319
	ster vessess with vastly-more compresses	in 101 page	THE REPORT OF
	(b) Machine guns and rifles	. inaundinki	DOS TOOMEN
	Machine guns and sub-machine guns	ru sarei on	3,729,921
	Rifles Im. a op a of obliving of	CHUICETIONS	2,002,000
7	(c) Tanks	exan itera	25,116
	(c) Tanks in samplings to set ting till	pule southing	25,110
P	Carriers and Armoured Cars	And of Alle	74,802
	of rolls designifications and the state and	book femi	and salariant
	(d) Wheeled vehicles for the Services	successes in	919,111
	of her peruber non-to-redund about any		ambining med
	(e) Ammunition (rounds)	of slups con	Manual reputs
	Gun	references	161,100,000
	20-mm, day and outres as Hassay to	alsopa bear	387,700,000
3	Small arms 10 v. meser to and editions	seems like	8,285,000,000
¥.	Grenades	win to ain	81,383,000
	(f) Signal Equipment		Almonta+
	Lines of communication cables	(miles)	3,009,307
	Telephones	(units)	- 506,238
	Wireless stations Reception Sets	2331 1371	445,500
	A TOTAL AND A STATE OF THE ABOVE A PROPERTY OF THE ABO	dentifice wea	The Carlotte of the
	(g) Clothing matters that the desired at		
	Battledress (Blouses or trousers)	SCAF SILL AF	58,206,000
	(h) Proballants and employers		ADECEMBER 1
	(h) Propellants and explosives	(short tons)	1,020,991

# 3. Aircraft

# (a) Aircraft

	Total aircraft		••.			••		102,609
	of which	Heavy b	omb	ers	• •			. 10,018
		Medium	and	light bo	ombers			17,702
•		Fighters	••	••	••	••	••	38,025
(b)	Air material	-						
	Filled bombs				• • •			973,405
	Aero-engines	delivered	••	• •	•• .	••	• •	208,701
	<b>.</b> .					1.		
(c)	Repairs							,
	Aircraft	• •			••			60,099
	Aero-engines	• •						113 005

# (i) Naval Construction

The effort in naval construction has been fourfold: to increase the offensive fleet despite heavy losses and the additional work involved because of the need for faster vessels with vastly more complicated armament and equipment than that fitted in the early stages of the war; to build the large numbers of escort vessels needed to protect our ocean communications; to provide the large numbers of small patrol and other craft necessitated by the enemy invasion of France and the Low Countries and the progress of operations in the Mediterranean; and finally to provide the landing craft required for combined operations. The vital need for aircraft and army equipment after the earlier German successes necessarily limited the manpower available for shipbuilding, as did also the large number of men required for the refit and repair of ships continuously at sea and frequently in action. Moreover, the fact that in 1944 a greater effort had to be concentrated on the refitting and repair of vessels in connection with preparations for the invasion of Europe and the Far Eastern war necessarily meant a decline in the rate of new production of certain types of vessels and armaments.

The increase in ships has called for an even greater increase in naval munitions. It is now necessary to arm regular warships with many offensive and defensive weapons additional to those fitted in the early stages of the war. Moreover, much additional equipment is required in the way of radar and wireless apparatus, control gear and devices for protection against the various forms of enemy attack, including surface craft, U-boats, aircraft and mines of the magnetic and other

types. In addition practically every merchant ship must be equipped with complete defensive armament including many of the weapons and devices fitted in war vessels.

NAVAL CONSTRUCTION AND ARMAMENTS

	1939 3 months	1940	1941	1942	1943	1944 } year	TOTAL Sept., 1939 —June, 1944
Major War Vessels (displacement)	17 (22,780 tons)	106 (221,935 tons)	, 170 (346,416 tons)	173 (299,920 tons)	168 (292,450 tons)	88 (150,460 tons)	722 (1,333,961 tons)
Mosquito Craft	2	121	395	405	337	126	1,386
Other Naval Vessels	9	200	314	605	1,601	907	3,636
Naval Guns (including 20-mm.)	44I 362	1,486 939	3,977 1,929	13,449	20,023	10,489	49,865 17,677
Mines and Depth Charges	9,048	175,986	196,452	218,532	233,206	64,050	897,274

# (ii) Ground Munitions

Production of munitions for the ground forces rose steadily from the outbreak of war until early 1943. The figures given do not, however, give a complete picture of the expansion in production which has taken place, for over the period there have been marked changes in the types of equipment produced. In the case of tank and antitank equipment, 2-pounders gave place to 6-pounders and they, later, were replaced by 17-pounders. Ammunition not only grew in weight but also became more complicated and difficult to make. Fighting vehicles now are heavier and more highly powered than they were, and wireless sets and other types of signal equipment have become much more elaborate. A wide range of specialized stores, sometimes of a very bulky character, has been made to facilitate the landings in Western Europe. During 1943 and 1944 the production of many stores decreased as a consequence of movements of labour and industrial capacity to aircraft manufacture.

The following figures show some of the most striking increases in the production of ground munitions:—

	1939 (3 months)	1940	1941	1942	1943	1944 ( <del>1</del> year)	ACTUAL TOTALS Sept., 1939— June, 1944
Gun Ammu- nition (million rounds)	1.9	12.8	29.3	59.4	46.4	11.3	161,100,000
20mm. (million rounds)		3.2	15.5	91.3	167.5	110.2	387,700,000
Small Arms (million rounds)	45	572	1,148	2,173	3,046	1, <b>301</b>	8,285,000,000
Wireless stations (thousands)	3.0	19.6	31.8	102.3	193.1	95.7	445,500
Carriers and Armoured Cars	633	6,044	10,481	19,312	<b>24,</b> 375	13,957	74,802
Artillery (i) Field, medium and heavy artillery equipments		968	3, <b>7</b> 80	3,946	2,962	1,856	13,512
Artillery (ii) Light and heavy A.A. equipments	254	1,990	4,214	7,402	6,873	885	21,618
Artillery (iii) Anti- tank equipments	138	1,534	2,747	9,569	13,049	1,845	28,882
Tank machine guns	418	2,907	7,368	23,806	19,457	3,363	57,319
Brens and Vickers machine guns	7,000	30,200	39,300	68,200	81,000	33,800	259,500
Sub- machine guns (thousands)		· 	6.4	1,438.3	1,572.4	395.9	3,413,000
Rifles	18,300	80,800	78,500	594,900	910,100	319,400	2,002,000

# (iii) Aircraft Construction

At the beginning of the war total *deliveries* of new aircraft were no more than at the rate of 730 a month, and over a quarter of these were trainers.

By 1943 the average rate of deliveries had trebled, and as measured by structure weight (reflecting the change to the production of larger and more powerful types, particularly heavy bombers) had increased nearly sixfold. 2,889 heavy bombers were delivered in the first six months of 1944, compared with only 41 in the whole of 1940. In spite of this the output of fighters also showed a striking increase—from 110 a month in 1939 to 940 a month in the first half of 1944.

Bomb loads increased with the size and power of the bombers produced. In 1939 the average bomb load was 1.2 tons; in 1943 it was 4.0 tons. The weight of bombs which could be carried a distance of 1,000 miles in one sortie by the monthly output of bombers increased from 210 tons in 1939 to more than 3,000 tons at the beginning of 1944.

Engine output increased from 1,130 a month at the end of 1939 to an average of 5,270 a month in the first half of 1944. Over the same period the average horse-power of engines produced was doubled.

The repair of aircraft has absorbed an appreciable proportion of the capacity of the industry. For every six aircraft newly produced in 1943, four aircraft underwent major repairs in the U.K.

The following figures also illustrate the rapid and substantial expansion which has taken place:—

DELIVERIES OF AIRCRAFT, AERO-ENGINES AND BOMBS

	1939 (3 months)	1940	1941	1942	1943	1944 (‡ year)	ACTUAL TOTALS Sept., 1939— June, 1944
Structure weight of newly delivered aircraft (million pounds)	11.26	58.84	87.26	133.36	185.23	111.75	587,700,000
Aero- engines delivered (numbers)	4,532	24,074	36,551	53,916	57,985	31,643	208,701

:	1939 (3 months.)	1940	1941	1942	1943	1944 († year)	ACTUAL TOTALS Sept., a1939— June, 1944.
Weight of filled bombs (thousand tons)	4.5	48.3	143.4	240.9	308.6	227.8	973,500
Bomb load at 1,000 miles range of average monthly output of bombers	,						·
(tons)	210	389	736	1,436	2,575	3,221	
Heavy bombers	_	41	498	1,976	4,614	2,889	10,018
Fighters	447	4,283	7,063	9,850	10,727	5,655	38,025

#### 2. MERCHANT SHIPBUILDING

The tonnage of merchant ships constructed in the United Kingdom in the years 1940-1943 averaged nearly 1/5th more than in the years 1915-1918. Just over 4½ million gross tons (the equivalent of 6¾ million deadweight tons) of new merchant ships (tankers and non-tankers) were constructed in the United Kingdom between September, 1939, and December, 1943. For the three years 1941, 1942 and 1943, production averaged approximately 1½ million gross tons. The detailed figures (vessels of 100 gross tons and over) were: 1939 (Sept.-Dec.) 243,000 gross tons; 1940, 810,000 gross tons; 1941, 1,158,000 gross tons; 1942, 1,302,000 gross tons; 1943, 1,204,000 gross tons.

This construction was achieved (a) in spite of the blackout and bombing, (b) in spite of the need for special types of ships to meet particular operational and other war needs, such as carrying awkward cargoes, and not adaptable to methods of mass production, (c) in spite of increasing complexity of armament and special equipment, (d) in spite of the heavy repair work necessitated by damage caused by enemy action and abnormal weather in the high latitudes frequented by convoys to and from North America and Russia, which absorbed more than half the manpower available for merchant shipbuilding work. At one period the amount of merchant shipping in hand for repair was over  $2\frac{1}{2}$  million gross tons.

# (showing the contribution made by home production to the saving of shipping space)

# (i) Raw and industrial materials

One of the most important problems facing the Government during the war has been to meet the demands of the munitions and other industries for essential raw materials and at the same time to economize in the use of imported raw materials and semi-finished products in order to save shipping space. This has been particularly important in the case of the iron and steel industry which had previously relied on large imports of high-grade (ferrous content 50-60%) iron ore.

To meet the needs of the situation, home output of *iron ore* was increased by one-half (18½ million tons in 1943; 12½ million tons average 1935-8) but in spite of the low grade (ferrous content 30%) of this ore, *pig iron* production was maintained at a high level. The collection of iron and steel scrap for steel-making was increased by one-third.

The production of steel (13 million tons in 1943) was held very close to the high level of the 1939 record figure (13½ million tons) and well above the pre-war average (11½ million tons), notwithstanding the need to increase greatly the proportion of alloy and high-grade sheets produced. This, together with the severe curtailment of exports of steel products, limited the increase in imports which the expansion of munitions production would otherwise have entailed.

The production of home-grown *timber* (hardwood, softwood, pitwood) also showed a remarkable expansion, rising from an average of 450,000 tons in 1935-8 to 3,021,000 tons in 1943.

Substantial savings of shipping were also secured by cuts which amounted in 1943 to 15% of 1935 output of newsprint and to 60% of pre-war amount of cotton yarn.

Magnesium production in 1943 was more than eleven times the pre-war rate—an achievement which has demanded the creation of virtually a new industry.

# (ii) Agricultural production

The dominant aim of agricultural production during the war has been to increase the domestic output of food and so save shipping space. This increase was achieved (1) in spite of the fact that almost

all cultivable land was already in agricultural use, (2) in spite of the loss of farmland to military and non-agricultural use (such losses exceeded the area of land reclaimed and brought into cultivation, leaving a net loss of 600,000 acres) by (a) increasing physical yield, largely by ploughing up seven million acres of grassland; (b) increasing the proportion of crops available for direct human consumption:—

CROP		1	936-8 average	1943	% increase . since 1936-8
			Tons	Tons	Tons
Wheat	<i>:</i> .		1,651,000	3,449,000	109
Barley			765,000	1,641,000	115
Oats			1,940,000	3,059,900	58
Potatoes			4,873,000	9,822,000	102
Sugar Beet			2,741,000	3,760,000	37
Vegetables	••	•_•	2,384,000	3,197,000	34

(c) increasing the number of allotments from 800,000 before the war to  $1\frac{1}{2}$  million in 1943; (d) decreasing the number of sheep, pigs and poultry, thus also reducing bulky imports of feeding stuffs:—

			19	<i></i>	1944		
Sheep			• •	26.9 m	nillions	20.3 n	nillions
Pigs				4.4	,,	1.9	"
Poultry		•		74.4	,,	55.2	,,

This reduction, together with the growing of large quantities of feeding stuffs and fodder crops at home, made it possible to cut imports of animal feeding stuffs of all kinds, which amounted to about 8\frac{3}{4} million tons pre-war, to less than 1\frac{1}{4} million tons in 1943. Thus a considerable amount of shipping space was saved.

This was achieved in spite of the loss of about 100,000 regular workers, and the introduction of 117,000 women. The Women's Land Army, the enrolled strength of which was over 80,000 in June, 1944, has played an extremely important part. Farmers have also been assisted by schoolboys and adult volunteers who have spent their holidays on the land.

The agricultural production programme coupled with the control of food distribution had made it possible by 1943 (1) to secure a 50% reduction in food imports, thus releasing vital shipping space for war purposes, and (2) in spite of this to maintain total food supplies at an adequate level. It has been estimated that the net output of human food from British agriculture has increased by at least 70% in terms of calories and proteins.

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# III

## THE REDUCTION OF IMPORTS

(showing the other side of the successful battle for the saving of shipping space)

To save shipping, imports of dry cargo into the United Kingdom have been drastically curtailed. In the five years before the war, imports of dry cargo (excluding petroleum and other tanker-borne products) averaged 55 million tons a year; in 1942 they had been cut to 22.9 million tons, and in 1943 to 26 million tons—less than one-half the pre-war figure (cf. 1917 34 million tons and 1918 30 million tons).

Imports of food and raw materials were halved, and imports of finished goods were confined almost exclusively to munitions.

## IMPORTS OF DRY CARGO

,	MILLION TONS				
YEAR	Food	Raw Materials	Finished Goods Munitions	TOTAL	
1934-8					
Average	22.0	26.0	7.0	55.0	
1940	18.8	21.5	1.0	41.3	
1941	14.7	15.0	0.8	30.5	
1942	10.6	11.5	0.8	22.9	
1943	11.5	12.8	2.0	26.4	

# (a) FOODSTUFFS

The fall in imports (assisted by dehydration) shown in the following table should be compared with the increases in agricultural production already noted.

1	THOUSAND TONS			
	Average 1934-8	1941	1943	
Wheat and Flour	5,451	6,099	3,975	
Maize and Maize Meal	3,395	702	66	
Other animal feeding stuffs	1,719	325	<b>r</b> 2	
Sugat	2,168	1,658	1,458	
Fruit and Vegetables	2,604	462	327	

Certain imports essential for the maintenance of an adequate consumption standard were held at the required level or even increased, e.g., meat, to replace reduced home production (to facilitate the ploughing up of grassland and cut imports of feeding stuffs) and of oilseeds and fats (for the manufacture of margarine and compound lard) to offset the fall in supplies of butter.

	THOUSAND TONS			
•	Average 1934-8	1941	1943	
Meat (including bacon)	1,423	1,203	1,358	
Canned meat	63	230	300	
Oilseeds, oils and fats '	1,783	1,948	2,154	

# (b) RAW MATERIALS

Striking reductions were secured in the imports of certain raw materials, e.g., iron ore, scrap and timber. In place of bulky imports, such as iron ore and scrap necessary for steel-making, imports were increased of finished and semi-finished steel.

N	T	THOUSAND TONS			
•	Average 1935-8	1941	1943		
Iron Ore (average ferrous					
content 50-60%)	5,619	2,283	1,895		
Scrap	778	549	5		
Hardwood	1,126	365	307		
Softwood	5,848	1,253	1,329		
Pitwood	2,688	189	72		
Wood pulp	1,650	346	390		
Newsprint	424	122	95		
Paper and board	730	72	48		

# IV

#### HOW THE WAR EFFORT HAS BEEN FINANCED

The measure of this gigantic task can be judged from the following figures:

#### £ MILLIONS

	GOVERNMENT EXPENDITURE	REVENUE	DEFICIT	NATIONAL INCOME	PRIVATE SAVINGS
1938	1,013. 5,782	883 2,876	130 2,906	4,604 8,172	351 1,749
Increase 1943 on 1938	+4,769	+1,993	+2,776	+3,568	+1,398

Almost the whole of the increase in Government expenditure is accounted for by war expenditure. (The figures exclude the value of the resources received from the United States and Canada under Lend-Lease and Mutual Aid, but include the cost of Mutual Aid to our Allies.)

How was Government expenditure in 1943 covered?

	1 ,10		and the second
<b>70</b> 0/	Taxation and other Government Revenue	£	millions
50%	· ·	•	2,876
30½%,	Savings of private persons and businesses	as	
	lent to Government		1,749
11%	Sales of assets and overseas disinvestment		655
$3\frac{1}{2}\%$	Public Savings		191
3%	Home disinvestment		175
2%	Payments in compensation for war damage	• •	136
100%	•		£5,782

How the Government has been able to finance so large a proportion of this expenditure out of current resources is seen more clearly by analyzing the growth of the national income since the war and showing how it has been redistributed to secure for the Government for war purposes not only an increased amount but also an increased share of the national income. In addition the Government has had to draw heavily on the nation's capital resources to meet its expenditure.

What were the sources of Central Government Revenue in 1938 and 1943?

# f. MILLIONS

	Direct Taxation	Indirect Taxation on personal consumption	Other Indirect Taxation	Income from Public Property, Trading, etc.	Total Revenue
1938	 494	290	81	. 18	883
1943	 1,781	915	111	69	2,876

What were the forms of Government borrowings from 1st January, 1939, to 31st December, 1943?

- 33% War loans (excluding official holdings)
- 29% Floating debt (excluding official holdings)
- 22% Small savings
  - 8% Extra-budgetary funds, etc.
  - 6% Tax reserve certificates
- 2% Miscellaneous

Net disinvestment abroad in the years 1939-1943 totalled £3,073 millions.

Net private disinvestment at home in the years 1941, 1942 and 1943 totalled £397 millions.

# V

## THE EXTENT OF THE SACRIFICE

(showing the loss and destruction of human life, material and treasure, civilian sacrifice and the mortgaging of the future in the interest of the United Nations war effort)

#### I. CASUALTIES

The total casualties (Armed Forces, Merchant Seamen and Civilians) sustained by the United Kingdom in five years of war amounted to nearly three-quarters of a million.

# (i) Armed Forces

In five years of war between 3rd September, 1939, and 3rd September, 1944, the casualties of all ranks of the Armed Forces of the United Kingdom as reported were:

Killed		176,081
Missing		38,275
Wounded		193,788
Prisoners of War	• •	154,968
Тотаг		562 112

The total strength of the British Commonwealth and Empire forces at the middle of 1944 was 8,712,000 (of which the U.K. armed forces accounted for 4,542,000\* or over 52%). The total casualties sustained by British Commonwealth and Empire armed forces in five years up to 3rd September, 1944, were 926,000 (243,000 killed, 81,000 missing, and 291,000 prisoners of war) of which the U.K. total represents 61%.

# (ii) Merchant Seamen

From the beginning of the war up to 31st August, 1944, 29,629 merchant seamen serving in British registered ships have been killed

<sup>\*</sup> Including 40,000 locally enlisted abroad.

by enemy action at sea and 4,713 have been interned by the enemy. (No figures are available of the number who have been wounded or injured.)

# (iii) Civilians

In five years up to 31st August, 1944, civilian casualties were:—

	Killed or died of injuries	Injured or detained in hospital
Up to 12th June, 1944 13th June-31st August, 1944	51,822 5,476	62,900 15,918
	57,298	78,818
(Including: Women Children	23,757 7,250)	•

Total killed, died, or injured and detained in hospital, 136,116.

#### 2. SHIPPING LOSSES

The size of the ocean-going merchant fleet, including tankers, under the British flag at the beginning of the war was  $17\frac{1}{2}$  million gross tons (of vessels of 1,600 gross tons and over). Between September, 1939, and the end of 1943, 2,921 British ships of 11,643,000 gross tons had been lost—half the total number and tonnage of British, Allied and Neutral ships lost (5,758 ships of 22,161,000 gross tons).

This loss was partly offset by (a) the construction of  $4\frac{1}{2}$  million gross tons of new ships in United Kingdom shipyards; (b) captures; (c) the chartering of merchant vessels from other countries; (d) the production in Canadian shipyards; (e) the purchase and temporary acquisition of merchant ships (existing and new) from the United States and other countries. Thus by the end of 1943 the size of the ocean-going merchant fleet under the British flag was 13½ million gross tons (or 15½ million gross tons including ships returnable in due course to other flags). The loss of ocean-going merchant ships on the United Kingdom and Colonial registers alone amounted to 29%. Since the beginning of 1944 the situation has improved.

## 3. DESTRUCTION OF HOUSES, ETC.

Out of about 13 million houses in the United Kingdom at the outbreak of war,  $4\frac{1}{2}$  millions (or nearly 1 in every 3) have been damaged or destroyed by enemy action. Of these, 202,000 were totally destroyed or damaged beyond repair, and a further 255,000 were damaged and rendered uninhabitable.

During the war there has been an almost complete ban on the building of new houses, and repair and maintenance work has been severely curtailed. Moreover, private persons and businesses having lent their savings to the Government, such sums, except where essential for war purposes, have not been available for keeping houses, fixtures and industrial equipment in repair and up to date. These factors alone during five years have led to a serious deterioration in living conditions. But the difficulties have been aggravated by bomb damage, the necessity for the partial evacuation of certain areas (with consequent crowding of others) and the requisition of houses for the Services and for U.S. and other troops from overseas.

#### 4. LOSS OF EXPORTS

During the first two years of war, exports had to be maintained in order to pay for imports of food, raw materials and munitions. Since 1941 the assistance received from the United States and Canada under Lend-Lease and Mutual Aid has relieved the need for increased foreign exchange earnings to finance supplies from North America and permitted the diversion of manpower and resources to essential war purposes.

Exports have, therefore, been sacrificed deliberately in the interests of the war effort, as the following table shows:—

# EXPORTS OF PRODUCE AND MANUFACTURES OF THE U.K.

# (excluding munitions)

YEAR	Value of exports as recorded f. million	Quantity of exports (recorded exports valued at 1935 prices) 1938=100
1938	471	100
1940	411*	73*
1941	<b>365*</b>	<b>56*</b>
1943	232	29

In so far as exports have been continued, attempts have been made, as far as possible, to export goods which do not make demands on manpower, e.g. spirits, or such goods as textiles which are produced mainly by female labour.

<sup>\*</sup> Including munitions, exports of which became important after 1941.

How drastic have been the reductions since 1938 is shown by the examples in the following table:—

/	1938	1943
Coal (tons)	. 35,900,000	3,400,000
Iron and Steel manufactures (tons)	. 1,915,000	134,000
Motor vehicles	58,396	1,132
Cotton piece goods (million sq. yds.)	. 1,386	374
Cotton yarn (thousand cwts.)	. 1,098	171

#### 5. INCREASED TAXATION

# (a) Direct taxation

The amount in income tax and other direct taxes collected from private individuals and businesses rose from £494 millions in 1938 to £1,088 millions in 1941, and to £1,781 millions in 1943. Of these totals, private individuals paid £472 millions in 1938 (9.9% of personal income), £796 millions in 1941 (12.4% of personal income) and £1,169 millions in 1943 (15.2% of personal income).

The standard rate of income tax almost doubled between September, 1939, and April, 1941, rising from 5/6 (April, 1939, Budget) to 7/- (September, 1939), to 7/6 (April, 1940, Budget), to 8/6 (July, 1940), to 10/- (April, 1941, Budget), at which figure it has been maintained.

On incomes of over £2,000 per annum, surtax has been increased similarly.

The exemption limit during the same period was reduced from £120 to £110, the personal allowance for a married man from £170 to £140 and for a single person from £100 to £80.

The number of income tax payers increased from 4 millions to 13 millions.

The effect of these changes is shown below:

Ranges of income beg	Percentages of aggregate of incomes paid in income tax and surtax			
•		1938		1943
Under £250		0.2		3.0
£250—£500		2.9	• •	14.6
£500—£1,000		II.I		28.0`
£1,000—£2,000		17.0		<b>38.7</b> '
£2,000—£10,000		28.9	• •	51.9
£10,000—£20,000		43.7		73.7
£20,000 and over		56.7	• •	84.4

Excess profits tax payable by businesses and corporations, which was 60% when first imposed in 1939, was raised to 100% in 1940.

# (b) Indirect taxation

Indirect taxes levied by the Central Government which fall specifically on personal consumption rose from £290 millions in 1938 to £915 millions in 1943. Adding other items, the total Central Government receipts from indirect taxation rose from £371 millions in 1938 to £1,026 millions in 1943.

Adding to these figures local rates falling on personal consumption and other indirect taxes levied by local authorities, the total of indirect taxes more than doubled, rising from £582 millions in 1938, to £1,249 millions in 1943.

The tax paid on beer and tobacco amounted to more than £600 millions in 1943—about two-thirds of the total revenue from all sources collected by the Central Government in a single year before the war.

Examples of increases of specific rates of tax levied on personal consumption were:

D ( '.)	1938	1943
Beer (per pint)	2 <u>∤</u> d.	$7\frac{1}{2}$ d. (on a reduced average strength)
Cigarettes (Packet of 20)	$5\frac{1}{2}$ d.	1/9

Since the war, Purchase Tax has been imposed on most articles of personal or domestic use. The basic rate of the tax is 33½% of wholesale value, with a reduced rate of 16½% on certain articles which require comparatively frequent replacement, and a maximum rate of 100% on various classes of goods of a luxury or non-essential character. (But while taxes have been imposed or increased on luxury or less essential articles, many millions have been expended by the Government in subsidies to keep down the level of prices of food and other essential goods. The amount of such subsidies in 1943 was £190 millions.)

# 6. REDUCTION IN CIVILIAN CONSUMPTION AND CURTAILMENT OF SUPPLIES

The quantity of all goods and services purchased fell by 21% between 1938 and 1943, although the amount spent increased substantially from £4,138 millions to £5,049 millions as the result of a rise in prices and an increase in indirect taxation. There has also been a marked deterioration in quality, though it is not possible to estimate this statistically.

# (a) Consumption of non-food items

Calculated at 1938 prices, the following percentage decreases in personal expenditure on consumers' goods have taken place: clothing, 45%; boots and shoes, 27%; furniture, furnishings, household

textiles, etc., 77%; hardware (including pottery, glassware, iron-monger's goods, electrical goods, and heating and cooling appliances), 67%; private motor cars, motor cycles, bicycles, etc., 89%; other items (chemists' wares, stationery, books, fancy goods, jewellery, toys and sports goods, petrol and oil, soap, polishes, candles and matches), 48%.

There has been a drastic curtailment of the production of certain lines to save manpower, raw materials and shipping space. Clothes rationing was introduced in 1941, and the present ration provides adults with about half of the average pre-war consumption and is barely adequate to cover even their minimum requirements, thus causing a considerable deterioration in the state of their wardrobes. The reduction imposed on children's essential clothes is not quite so severe.

The production of many articles such as motor cars, refrigerators, pianos, vacuum cleaners, lawn-mowers, aluminium hollow-ware, was completely suspended in 1942 or earlier, while the production of cutlery, wireless sets and valves, bicycles, watches and fountain pens has been drastically curtailed.

Newly produced furniture may be supplied only against permits to persons, such as the newly married or the bombed-out, setting up house.

# (b) Food

Food rationing was introduced early in the war. In 1944 meat (1/2d. worth per week), bacon (4 oz. per week), butter (2 oz. per week). margarine (4 oz. per week), cooking fats (2 oz. per week), cheese, tea (2 oz. per week), sugar (½ lb. per week), jam (1 lb. per month) are all rationed. The distribution of eggs and milk is controlled in order to ensure preferential supplies for priority classes of consumers and the equitable sharing of the remainder. Tinned goods and many other foods (e.g. breakfast cereals, rice, biscuits and dried fruits) are rationed on a points system—24 points per person per month, e.g. a tin of spam (small) 11 points; 1 lb. treacle 8 points; a tin of salmon, ½ size, (Grade I) 20 points, (Grade III) 8 points; 1 lb. prunes (6 points). Chocolate and sweets are on a separate personal points system  $(\frac{3}{4} \text{ lb. per person per month})$ ; fish is scarce; supplies of fruit have dropped by one-half, and these, except for the few oranges occasionally distributed, have had to come mainly from the home crop of fruit. For considerable periods of the year fresh fruit is very scarce. Potatoes,

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other vegetables and bread are the only staple foodstuffs in unrestricted supply.

Generally speaking, people in Britain have eaten more bulky and starchy foods, and are eating less meat, fats and sugar. The total consumption of milk and cheese has increased, though the allowance of milk to the non-priority consumer during the winter months of the last three years fell to only two pints a week.

Though the ordinary consumer received only 30 eggs in 1943 as a registered customer, supplies of dried eggs were increased, and many people were able to keep their own poultry, exchanging their egg ration for an allowance of meal.

Rationing and other measures, by ensuring fair distribution of available supplies, have tended to reduce the inequalities in food consumption which existed before the war. When it is realized that in spite of these reductions the nutritive value of the country's total food supplies has fallen only slightly between 1938 and 1943, while imports of food have been halved, and the country's health has been maintained, the achievement of the Ministry of Food's scientific planning will be recognized.

#### 7. INLAND TRANSPORT

# (a) Rail

A severe reduction in passenger rail facilities has been necessary to enable the railways to provide the increased transport needed for essential war purposes.

Since the war began there has been a rise of 10% in the number of passenger journeys (caused by the introduction of new persons into industry and war work, special trains for workers and troops, travelling members of the Forces on leave, or travel necessitated by dispersal or evacuation, and the average length of journeys has increased by 60%. The number of passenger trains, on the other hand, has been reduced and passenger train miles have fallen by 30%. In consequence the average load carried by passenger trains increased between 1938 and 1943 by 125%, with inevitable discomfort and overcrowding. Restaurant cars have virtually disappeared, though a few are available for the longest journeys only.

The tonnage of freight carried and the average length of haul have both increased, so that the work done measured by net ton miles has risen by about 40%.

The strain on the railway system has been accentuated by the diversion of shipping from London and South and East Coast ports.

#### (b) Road

# (i) Private Motor Cars

The number licensed had fallen from 2,000,000 to 700,000 at the beginning of 1944. The use of these was severely restricted to essential purposes only. In 1941 the unconditional ration of motor spirit was abolished and control was secured over all motor fuel issued. The amount of motor spirit used for private cars is now only about 1/8th of what it was before the war.

# (ii) Public Service Vehicles.

The total mileage of all omnibus routes in the country has been reduced by 40%. Long distance express services have been discontinued or severely curtailed.

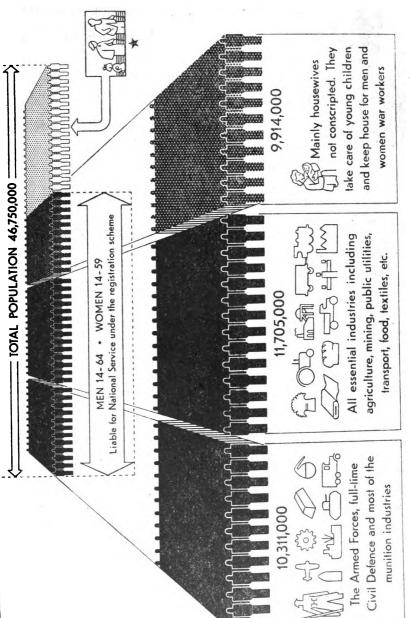
Against this curtailment must be set the increased demands from workers for transport—the number of passengers has increased and the distances travelled to work have been longer. Many omnibuses have had to carry 30–50% more passengers than in 1938. For the whole country the increase in passengers carried has been nearly 1/5th; the increase in passenger miles has been 1/3rd.

#### 8. FINANCIAL COST

War expenditure during the past five years has amounted to nearly £25,000,000,000. During the same period, to finance imports of essential war materials, overseas assets to the value of £1,065,000,000 have been sold. The loss of these assets has deprived this country of a source of income which has in the past contributed an essential part of the foreign exchange needed to pay for imports.

These figures do not include losses of overseas assets in Empire countries, which have been destroyed or damaged to deny their use to the enemy.

Despite the sale of over £1,000,000,000 of overseas assets to finance purchases and the generous aid received from the United States and Canada, the United Kingdom has in addition incurred new overseas liabilities totalling over £2,300,000,000.



\* Persons outside the compulsory registration scheme MEN OVER 64 • WOMEN OVER 59 • CHILDREN UNDER 14

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# The part played by women in Britain's war effort

# REPLACING MEN

4 examples from Group 2 Industries

Each BLACK symbol represents 10,000 women added Each WHITE symbol represents 10,000 men withdrawn

#### AGRICULTURE ETC.











## LOCAL GOVERNMENT SERVICE











#### PUBLIC UTILITY SERVICES











# TRANSPORT, SHIPPING AND FISHING













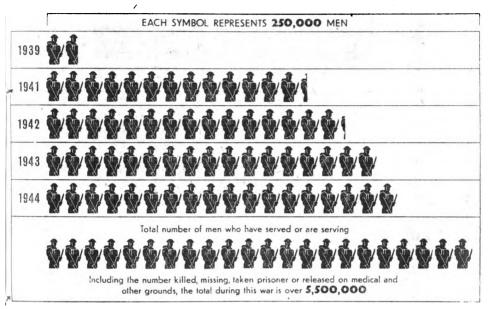
The total number of men in all branches of Group 2 industries fell by 600,000 and the number of women rose by 800,000

GROUP 2 Industries. All basic industries and services including agriculture, mining, government service, gas, water, transport, food, etc.



Men of the United Kingdom under Arms(In June of each year)







Nearly a million casualties sustained by United Kingdom and British Commonwealth Armed Forces during 5 years of fighting



KILLED

MISSING

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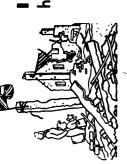
**PRISONERS** 

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1444444444

THE REST OF THE **BRITISH** COMMONWEALTH

EACH SYMBOL REPRESENTS 10,000 MEN



suffered under

homes in Britain has out of every 3 Hitler's air attacks



The striking development of Britain's warplane industry



ONE EXAMPLE · HEAVY BOMBER OUTPUT

1944

1943

1940

By Flying bombs

By bombs from aircraft

Each symbol 📂 represents 50,000 houses damaged

DESTRUCTION BETWEEN SEPT. 1939 and SEPT. 1944

heavy bomber Britain built in 1940 (41 in all) . . For every single

... she built over 112 in 1943 . . . and during the first six months of 1944 the ratio was

increased to over 140

houses utterly destroyed 27,000 by Flying bombs

202,000

GA, BRIT

# MINISTRY OF INFORMATION

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# THE WAR IN CHINA

N.B.—This document is not intended for textual reproduction but simply for reference.

Please note the date.

18th January, 1945

NIVERSITY OF CALLS

ON 1945

ON 1945

ON 1945

PASSED BY THE BRITISH CENSOR.

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#### THE WAR IN CHINA

#### Summary

As the war develops unfavourably for Japan in the South-East Asian and Pacific spheres so she tends to put increasing emphasis upon her continental strategy. In this she is assisted by the continued existence of her blockade of Free China, the dominant strategic fact in the China War since 1941. Before 1941 there had already existed a partially effective sea blockade. The Japanese victories that followed Pearl Harbour not only made this sea blockade wholly effective but also cut off South-Western China from overland communication with the sea ports on the Bay of Bengal. Earlier in 1941, the German attack upon Russia caused such supplies as had previously flowed across Central Asian routes into China to be diverted to the more immediate demands of the Red armies.

The years 1941-43 were employed by the Japanese mainly in the consolidation of their positions in the ring of territory through the islands lying off the coasts of South-East Asia. Now that the Allied forces have made effective penetrations of this outer perimeter of the Japanese Empire and have established overwhelming maritime supremacy in the Pacific, Japan has tended to concentrate more and more upon a continental strategy, exploiting and developing her favourable situation on the mainland while there is yet time. This fact is of especial importance to Great Britain in view of the fact that the British 14th Army maintains the only continental front against the Japanese land forces adequately supplied and open to Western arms.

1944 saw very considerable extensions of Japanese activity in China as a result of which a land corridor was built up between the Japanese industrial areas in Manchuria and Korea, together with the raw material producing areas of North China, and her positions along the Yangtze Valley, in the Canton area, and in Indo-China. This has led to a still further deterioration in the already very imperfect communications between the central Chinese Government in Chungking and the war zones in the South-East and South of China, while the position is still further complicated by the continued inability of the Central Government and the Communists of North-West China to reach agreement. Meanwhile the economic situation in Free China has continued to deteriorate, being equalled only by the situation in Japanese-occupied China, while the worse Japan fares in the larger war the more do "succession politics" affect the relations of influences inside Free China.

# Economic Background

The strength and weakness alike of Free China derive from the backwardness of her economic development. The Japanese have long been in occupation of the only areas of China which have as yet any considerable industrial development. For this reason the ability of the Chinese to supply their armed

forces is limited in the main to small arms equipment. For all heavier material they must await the effective breaking of the blockade by Allied arms, a first step towards which is the opening of the overland route for convoys from India to Myitkyina whence the route will connect with Chungking. At the same time the backwardness of the Chinese economy has led to the unit of economic sufficiency being comparatively small over most areas of China and so the fact that the Japanese have been able to occupy the most important concentrations of population, most of the trunk roads and nearly all the trunk railways has not been able to eliminate the resistance of China as a whole. The recent drive, for example, down the trunk railway system from Hankow to the railhead in Kwangsi and to the very borders of Indo-China has indeed cut off the Chinese forces operating in the provinces of Chekiang, Fukien and Kiangsi from communication with the Central Government but it does not seem to have made any drastic difference to the military situation in those provinces.

This capacity for economic independence of small units has been perhaps most effectively exploited in the area of Communist control in North China. There the Japanese occupation of Peking and the control of the railway system has not prevented the extremely effective resistance of the peasant populations of small areas even within a few miles of the former Imperial capital itself. In Central China the larger concentrations of population in large towns of the Yangtze Valley has tended to make the whole area one in which trade and exchange is of more importance than in North China, while in the South the two Kwang provinces (Kwangsi and Kwangtung) have always been dependent on a considerable amount of imported food. remains true, however, that the economic life of China has never been very closely integrated and, therefore, that areas cut off from communication with the rest are capable of showing a power of independent life for which it is possible to point to no European parallel. A further result, therefore, of the economic situation in China has been that few continuous land fronts have Strategic objectives have tended rather to existed in her war against Japan. be fixed points and lines of communication while both sides have recognised the impossibility of engaging large forces of the other side in close campaigns which might involve the physical destruction of their forces. The dissolution of fairly large forces from lack of supplies has on the other hand been a common occurrence.

The backwardness of the Chinese economy means that the China War is being fought in territory of an extreme paucity of communications. The whole of China excluding Manchuria, had perhaps 6,000 miles of railway in 1937 to which one can compare the 20,000 miles of railway line in the small area of Great Britain. In 1940 there were less than 50,000 miles of dry weather roadway in Free China, an area then some two-thirds the size of the United States, which has over half a million miles of surfaced highway.

A further result, emphasised by the lack of communications, has been the enormous inflation of prices in both occupied and Free China. This inflation has rocketed during the period of extensive operations at the end of 1944. The China War is being financed mainly by the printing of paper money. In the present condition of Chinese economy, the paper thus issued is for the most part irrecoverable in the form either of taxation or of saving. There is no effective means of collecting direct monetary taxation and such taxation

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as there is tends therefore to be in the form of tax in kind. Nor does there exist any other effective means of checking personal expenditure since there is no administrative machine powerful enough to establish an effective rationing system. This situation is one which exists both in Free China and in the Japanese-occupied areas of Central and South China, where moreover the Japanese effort would appear to be aimed rather at exploitation for immediate benefit to the conqueror, than at the fruits of a longer term policy of economic development.

Free China is by no means lacking in major raw materials upon which an industrial community could be built up. It has in its territories coal, of which before the war Szechuan itself produced over 3½ million tons, iron ore, especially from the same area, antimony, tungsten, tin, located especially in Yunnan. lead and zinc, manganese, copper, mercury, some reserves of petroleum, gold and other minerals. Lack of communication with the outside world means lack of machinery for efficient exploitation of these reserves. Most of them are located in the Western and South-Western Provinces of Free China, farthest removed from the area of active military operations. But the effective industrial development of any country must depend primarily upon its communications and while the communications of Free China remain in their present condition, the forces resisting Japan on the mainland of East Asia must rely upon such military operations as do not involve the use of heavy equipment of war, at any rate until a larger breaching of the blockade has been achieved than that which is represented by the approach towards the opening of the India-Burma-China Road and the development of air transport from India.

The Japanese on the other hand are in the happy position of occupying those areas of China in which native and foreign enterprise alike had developed communications most and in which mineral resources and labour reserves are at their highest. In Manchuria alone, for instance, the total length of railway track was in 1940 over 6,500 miles comparing very favourably with that within the rest of China. Control of the Chinese trunk railways of the waterways, and the effective occupation of the northern provinces has enabled Iapan to pursue with success the policy of developing her territories in Manchuria. Korea and North China as an effective industrial part of the Inner Zone of her Empire, complementary to the mainland of Japan itself. doubt that a major objective of the campaign to develop communications has been to place the resources of this Inner Zone at the disposal of the Japanese forces in Southern China, Indo-China, Malaya and Burma, without the necessity of the now perilous sea communications. The area includes among raw materials huge deposits of coal and iron ore, copper, lead, zinc, tungsten, molybdenum, antimony and nickel, magnesite and phosphates, while shale oil and extraction from coal provide further resources of the vital fuels. both Korea and Manchuria, hydro-electric power has been intensively developed by the Japanese, while communications have been the object of a constantly-increasing development. In this Inner Zone, while some inflation has been permitted, Japan has been very careful to avoid the disastrous economic effects which follow inflation on a scale such as has existed in Free China and in occupied Central and Southern China.

Upon this firm economic foundation the Japanese have erected a very considerable industrial machine and while there has been apparently no

attempt to make Manchuria, North China, and Korea self-sufficient within their own mutual resources apart from Japan, the contribution which the industries of this area can make to the supply of the Japanese armies fighting in China is by no means inconsiderable. The concentration, however, upon communications and upon the development of power resources is a sufficient indication that the policy of Japan is one of long-term development looking beyond the conclusion of the present war. The industries of the area include aircraft assembly plants, automobile factories, munitions works and railway rolling-stock works, apart from the production of raw materials for the supply of the industries of the area and of Japan itself. These latter include a very considerable pig-iron and -steel industry, chemical industries and the synthetic fuel industries already mentioned. The contribution which the textiles of North China and the food-stuff output of Manchuria and Korea make to the homeland is already very considerable and it may be safely assumed that the area is of growing importance in direct supply to the Japanese armies on the mainland.

Most powerful of the economic factors affecting the war situation is the general shortage of food. It is interesting that American officers have given their opinion that adequate food is largely responsible for the successes of the Chinese forces operating in North Burma. In China itself the food situation is appalling. The Japanese military superiority has enabled them to carry out for years past a military policy of large-scale foraging expeditions into the major rice producing areas and their operations during 1944 have taken them through one of the most important rice areas in Southern China. In these circumstances the food left for the Chinese armed forces is wholly inadequate and the lack of a powerful administrative machine prevents the fair and efficient distribution of what is in fact available. An indication of the effects of malnutrition is that recruits have frequently been known to die on long marches. The longer the China War lasts and the more widespread its operations, the more is the demand for the immediate necessities of life for the troops fighting in it on either side likely to affect the course and conduct of military operations.

# The 1944 Campaigns

In the spring of 1944 the Japanese were in occupation of Manchuria and a large part of the northern provinces of China. They held the lower Yangtze Valley, or most of it, and considerable areas around Hankow and in the northern part of the province of Kiangsi. In the south, they had the port of Amoy and Quemoy, a considerable area in Eastern Kwangtung and a still larger area in the same province around Canton, as well as Hongkong. They were in control of the greater part of the island of Hainan and, of course, of Indo-China. They controlled in addition most of the railway system of China north of the Yellow River and also in the central and lower Yangtze Valley. These were the main centres of Japanese control, but just as Chinese resistance was able to penetrate into areas extremely close to main Japanese garrisons, so in turn the Japanese were able to make their presence felt in some areas of China outside their effective occupation. In doing this they especially made use of the puppet government based on Nanking under the Quisling leader Wang Ching Wei, the one-time favourite pupil of the Father of the Revolution, Sun Yat Sen.

The Japanese offensives opened in the spring of 1944 with an attempt to

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complete their hold on the railway system of Honan Province. This was successful in the course of April and May in clearing the railway which runs east and west through the province and whose junction with the main northsouth railway of China is at Chengchow. By these operations added to their previous holdings the Japanese were in possession of continuous railway connection between Jehol and Chahar through Peking and Tientsin to the railway system of the Yellow River Valley while their new military achievements had extended their hold on the railway from Lienyun harbour through Kaifeng to its connection with the Peking-Hankow railway and westwards thereof as far as and beyond Lovang. In sum they now controlled the railway system of North China. The next move was to gain control of the railway system between Hankow and the south. Already the first section of this. the 125 miles south from Wuchang, the Yellow River port opposite to Hankow on the south bank, was in their control. Operations down this line proceeded rapidly. May and June were devoted to the capture of Changsha and Chuchow and consolidation as far as that area. By July operations had reached the vital railway junction of Hengyang. Hengyang is roughly halfway from Hankow to Canton along the railway but at this point the line is joined by the railway serving the south-western provinces of China. From Hengyang it runs south-west to Kweilin and Liuchow in the province of Kwangsi. it turns north-westwards to Hochi near the borders of that province and the province of Kweichow, whence the road carries on through the mountains to Kweivang and eventually to Chungking.

Hengyang was important, however, for more than its railway junction, for here was one of the advanced American air bases from which Tokio could be threatened. The fight for Hengyang itself was lengthy and confused but its eventual fall was certain in spite of the ability of the American air bases in South and Central China to intervene in their own protection since the ability of the Japanese to move heavy equipment over the land territories possessed by them was something that could scarcely be rivalled by the available air transport. The general expectation was that the Japanese would continue their drive down the Hankow-Canton railway until they had made contact with their forces based upon Canton, who, during the summer, were beginning to display considerable activity. Instead their drive continued south-westwards along the Kwangsi railway while the direction of advance of the Japanese forces based on Canton was north-westwards along the West River valley. It was not very long before the highly important railway town and air base of Kweilin was threatened. Kweilin fell during November and with it was lost the second of the great American air bases in southern China and the advance continued in the direction of Liuchow (Liukiang). During November and December, forces from Indo-China and also from Canton made contact with these Japanese advancing down the Kwangsi railway and beyond. A very considerable furore was raised by Japanese propaganda as the result of these events, by which they claimed to possess an effective link between Manchuria, Korea and North China on the one hand and their forces in south China, Indo-China and even Malaya and Burma on the other. In addition they claim to possess direct connection between Shanghai and the Hankow-Hengyang line. It is indeed true that the corridor does exist and that very much of it is served by railway lines. It has, however, always been a practice of the Chinese when withdrawing from control of any section of the railway system, to leave a very considerable task behind them for their

uccessors by removing the track—nut, bolt, line and sleeper. To what extent they have been able to do so in the present instance is not known, but it is certain that a very considerable length of time must elapse before either a new railway line can be laid between Liuchow and the railhead in Indo-China or before the existing lines can be restored and equipped with the necessary locomotives and rolling stock.

The Japanese campaigns had, however, produced other effects than the gaining of territorial communication. The drive through Honan, Hupeh, Hunan and Kwangsi had not only driven through some of China's most important war zones but had cut off connection between the Central Government in Chungking and the main resistant areas nearer to the coast in South China and in the south-eastern provinces. To some extent this situation is already met by the system long since adopted by the Central Government of dividing China into separated war zones intended to operate independently and to be as far as possible independent in the matter of supplies. developing operations in the Philippine Islands draws particular attention to these coastal areas of Southern and South-Eastern China since Manila is roughly equi-distant from Amoy in the province Fukien, Canton and the coast of Annam in Indo-China. The relations between Chungking and the Kwangsi-Kwangtung combination, always a rather dubious factor in the China situation, becomes of considerable importance. Meanwhile the Japanese have not neglected to strengthen their position in the whole of this south-eastern coastal area. Landings have taken place opposite to Formosa in the neighbourhood of Foochow and in the northern part of the province of Fukien.

Secondly, the drive through Hengyang and Kweilin has deprived the Americans of highly valuable air bases from which their own operations in Southern China and off the coast could be materially assisted and through which supplies could reach the armies fighting in this area. The campaign has undoubtedly, therefore, not only divided the southern and south-eastern areas of resistant China from the central authorities but has also tended to drive the American influence back into the south-western part of the country.

During December the Japanese continued their advance from Liuchow up the railway into Kweichow and towards the town of Kweiyang, on the old Burma Road and a place of great ultimate importance so soon as the road connection with India shall have been opened. From this area, however, they withdrew in circumstances which have not yet become clear and the Japanese forces in south-west China are now presumably consolidating their gains in communication and preparing for further campaigns. An obvious direction for one such would be the clearing of the remaining section of line not yet in their control between Canton and Hengyang, but of this there is no immediate evidence.

#### The Blockade

While operations inside China are dominated by the continued existence of the blockade, China has not been unable to help in the breaching of this barrier between herself and the supplies which she so badly needs. Chinese forces advanced across the Salween River to link up with the British and American forces advancing from India through the remote interior of northern Burma during the early part of 1944. It was long before this operation was

successful in establishing a firm connection, but the connection now exists and the presence of these troops has been of considerable importance in helping to establish the land route which is necessary to the supplementation of the air route from India to China. The overland route is now open for traffic convoys as far as Myitkyina and beyond that point the Allies are in control of Bhamo from which a secondary track proceeds into the province to Yunnan. They are also within two miles of Nankhan farther south near of which the junction with the old Burma road from Lashio deviates.

It is, however, of very great importance that the capacity of the road connection from India to China when it has been established should not be exaggerated. Before the opening of the Japanese war, China depended upon the trading capacity of some of the world's greatest ports disposed along her sea coasts. In addition she developed, with British assistance, the Burma road which opened to her the resources of the great port of Rangoon during the earlier stages of the Japanese war. She had also the road systems of Sinkiang and Mongolia which connected her with the resources of the Soviet Union. The re-opened land route into Yunnan begins at the town of Ledo in upper Assam, itself lying at a very considerable distance from Calcutta and the industrial areas of India. The communications between Calcutta and Ledo were, before the present situation developed, lengthy and of a highly dubious nature. Thence the road proceeds across great mountains and swamps into the remote provinces of northern Burma where it will eventually reach Bhamo. Bhamo to Chungking is itself an immense distance across mountainous and difficult country. Assisted as the connection with India is by a highly efficient air route it cannot provide more than a very small part of the needs of China's forces. The land routes from Russia are closed less by military operations than by the immense demands of the European war upon the Soviet industries. Meanwhile a breaching of the blockade by sea-borne operations against the coast of China, whether or not this may be part of the operational plans of the United Nations, is a possibility which the Japanese themselves cannot possibly afford to leave out of account in view of the developing campaigns by the Americans in the Philippines and the overwhelming air and maritime supremacy of the Allies in the Pacific area.

# The Military-Political Situation

In this area of war which is receiving more and more attention from our enemies, the military situation is complicated by political factors. There has been a recent tendency to react in Britain and America against the overidealising of the situation of China but this tendency is capable of carrying public opinion as far from the truth in one direction as in the other. unity as China possessed under the Imperial throne was rapidly lost after the Revolution and had to be painfully re-acquired during the period of the re-building of a central authority by the Kuomintang. The Kuomintang and its leader Chiang Kai Shek, remains the only effective organisation for resistance in the greater part of China but the poverty of communications, the vastness of the country and the great scale of the operations, has emphasised the semi-independence of the military leaders in control of areas remote from the Central Government. This is especially noticeable in those areas where there was already a considerable measure of independent provincial feeling before the war began such as was apparent in the two Kwang provinces of Kwangsi and Kwangtung. In North China the main resistance to the

Japanese comes from the Communist power, deriving from the old 8th Route Army and a considerable diversion of power from the Generalissimo's forces is undoubtedly occupied in the blockading of these Communist areas. For long past, negotiations have been proceeding for agreement between the Communists and the Kuomintang but the worse the larger war goes for Japan the less likely does it seem that such negotiations should be fundamentally successful since the more the minds of all concerned must be turned towards the situation developing in China after the defeat of Japan.

The strategic importance of the Communist areas of North China is likely to grow rather than to diminish as the freedom of the Japanese to use the sea lanes between Formosa and the coast is denied to them by events in the Pacific. The importance attaching to the rail communications is bound to become greater, as indeed the events of 1944 have already shown, and vital sectors in these rail communications are near the areas of Communist domination. Nor is it possible for the Japanese to ignore and forget the fact that overland communications, though unused, exist between these Communist-controlled areas and Soviet Russia, that the two northern frontiers of Manchuria abut on to Soviet territory and that Marshal Stalin has recently for the first time stigmatised Japan as the aggressor in the Far Eastern War.

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VOLUNTEERS

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REVISED LIST SEPTEMBER 1939-FEBRUARY 1944

Note.—It is regretted it is not always possible to state when a volunteer has later been killed in action, nor is it always possible to include a citation describing the deed for which the award was given.

## VOLUNTEERS FROM EIRE WHO HAVE WON DISTINCTIONS SERVING WITH THE BRITISH FORCES

## AWARDS IN THE ROYAL NAVY AND MERCHANT NAVY

Captain Edward Stephen Fogarty Fegen, R.N., was awarded the Victoria Cross in 1940. He was the third Irishman to receive the award in this war.

Captain Fogarty Fegen was Commander of the armed merchant cruiser "Jervis Bay," escorting thirty-eight merchantmen in the North Atlantic, when a powerful German warship was sighted. Captain Fogarty Fegen drew out from the convoy and made straight for the enemy. He brought his ship between the raider and the convoy so that the merchant ships were able to scatter. Thirty-three of them were saved. For nearly an hour the "Iervis Bay" held the enemy fire. She then blew up and sank, and Captain Fogarty Fegen went down with his ship.

Captain Fogarty Fegen was born in 1892, son of the late Vice-Admiral Fogarty Fegen. He came from Ballinunty, Co. Tipperary. In the last war he was a destroyer Commander. After the war, while on the China Station as Commander of H.M.S. "Suffolk," he won commendation for rescuing fourteen of the crew of the German motor-ship "Hedwig" which had run aground

in rough weather.

Lieutenant-Commander Eugene Esmonde, D.S.O., R.N., was awarded the Victoria Cross in 1942.

On the morning of February 12th, 1942, Lieutenant-Commander Esmonde, in command of a squadron of the Fleet Air Arm, was told that the German battle-cruisers "Scharnhorst" and "Gneisenau" and the cruiser "Prinz Eugen," strongly escorted by some 30 surface craft, were entering the Straits of Dover, and that his squadron must attack before they reached the sand-banks north-east of Calais. Lieutenant-Commander Esmonde well knew that his enterprise was desperate.' Soon after noon he and his squadron of six Swordfish set course for the enemy, and after ten minutes' flight were attacked by a strong force of enemy fighters. Touch was lost with his fighter escort, and in the action which followed all his aircraft were damaged. He flew on, cool and resolute, serenely challenging hopeless odds, to encounter the deadly fire of the battle-cruisers and their escort, which shattered the port wing of his aircraft. Undismayed, he led his squadron on, straight through this inferno of fire, in steady flight towards their target. Almost at once he was shot down; but his squadron went on to launch a gallant attack, in which at least one torpedo is believed to have struck a German battle-cruiser, and from which not one of the six aircraft returned.

Lieutenant-Commander Esmonde's home was Drominagh, Lough Derg, Co. Tipperary.

Vice-Admiral Raymond Fitz-Maurice was made a Knight Commander of the Order of the British Empire in the New Year Honours, 1942.

He was the Commander of the convoy of ships which arrived in Britain just after Christmas, 1941, after being subjected to exceptionally determined



and ssutained attack by U-boats and long-range aircraft. At least three of the attacking U-boats were sunk and two of the Focke-Wulf aircraft were shot down into the sea, and a third severely damaged. Vice-Admiral Fitz-Maurice had 30 merchant ships in his charge and his escorts were subjected to continuous attacks by torpedo and otherwise for five days, two merchantmen, amounting to 6,000 tons, being lost; and also the ex-American destroyer H.M.S. "Stanley," and the auxiliary vessel H.M.S. "Audacity."

Vice-Admiral Fitz-Maurice was born in Kerry in 1878. He retired ten

years ago, but was recalled at the outbreak of war.

Temporary Lieutenant James Hooper Poynter Campbell was awarded the Distinguished Service Order in February, 1942, for daring coolness and enterprise; in August, 1942, he was awarded the Greek War Cross, 3rd Glass, for services to the Allied cause.

Lieutenant Campbell comes from Sligo.

Temporary Surgeon-Lieutenant Miles Patrick Martin, M.R.C.S., L.R.C.P., was awarded the Distinguished Service Order for gallantry, daring, and skill in the combined attack on Dieppe in August, 1942.

Surgeon-Lieutenant Martin was born in Dun Laoghaire.

Lieutenant Henry Owen L'Estrange was awarded the Distinguished Service Cross in June, 1942, for outstanding zeal, patience and cheerfulness. Lieutenant L'Estrange comes from Sligo.

Lieutenant J. A. Osborne was awarded the Distinguished Service Cross.

He comes from Milford, County Donegal.

Sub-Lieutenant J. K. B. Miles was awarded the Distinguished Service Cross.

He comes from Dun Laoghaire, County Dublin.

Captain R. H. Garstin, Royal Indian Navy, was made a Knight Commander of the British Empire.

He comes from Letterkenny, County Donegal.

Commander John Witham Esmonde was awarded the Distinguished Service Cross in October, 1941, for mastery, determination and skill in action against the German battleship "Bismarck." He was made an Officer of the Order of the British Empire in December, 1943.

Commander Esmonde comes from Dublin.

Mr. Patrick Michael Swiney, Warrant Telegraphist in the Royal Navy, was made a Member of the Order of the British Empire in January, 1944.

Mr. Swiney comes from Dublin.

Stoker O'Brien of H.M.S. "Exeter" was awarded the Conspicuous Gallantry Medal in 1940.

Stoker O'Brien comes from Dublin.

Petty Officer Vincent Brennan was awarded the Distinguished Service Medal.

He comes from Youghal.

Stoker Petty Officer John O'Donoghue was awarded the Distinguished Service Medal.

Petty Officer O'Donoghue comes from Kinsale, Co. Cork.

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Able Seaman John James Hesse was awarded the Distinguished Service Medal.

He comes from Passage East, Co. Waterford.

Petty Officer Telegraphist Joseph Norman Victor Lewis was awarded the Distinguished Service Medal.

Petty Officer Lewis was born in Waterford.

Chief Engineer Edward Toolan, Merchant Navy, was made an Officer of the Order of the British Empire in May, 1943, for outstanding courage and skilful seamanship during the passage of an important convoy which was subjected to heavy and sustained attacks by enemy submarines.

He comes from County Mayo.

Second Engineer Neale H. F. Mitchell, Merchant Navy, was awarded the George Medal in July, 1941, for courage and resource when his ship was attacked by an enemy aircraft.

Second Engineer Mitchell comes from Banagher.

Ultan Tobin Todd, Merchant Navy, was awarded the British Empire Medal. He took charge of half of his ship when it was torn in two by a torpedo.

Mr. Todd comes from New Ross.

## AWARDS IN THE ARMY

Major Harold Marcus Ervine-Andrews, East Lancashire Regiment, was awarded the Victoria Cross in July, 1940, one of the first two Army V.C.s of the present war.

On the night of May 31st, 1940, Major Ervine-Andrews and his company held their position along the Canal de Bergues in front of Dunkirk for over ten hours, in the face of intense artillery, mortar and machine-gun fire, and vastly superior enemy forces. He called for volunteers to fill a gap on his flank, and, going forward, engaged the enemy from the top of a straw-roofed barn with rifle and light automatic fire. He personally accounted for seventeen of the enemy with his rifle, and for many more with a Bren gun. When all his ammunition was expended he sent back the wounded, brought all that remained of the company safely back and again took up position. Throughout this action Major Ervine-Andrews displayed courage, tenacity and devotion to duty worthy of the highest traditions of the British Army, and his magnificent example imbued his own troops with the dauntless fighting spirit which he himself displayed.

Major Ervine-Andrews was born in County Wexford in 1911, and served on the North-West Frontier of India in 1936-7. He was Mentioned in Despatches

and holds the medal with clasp for that campaign.

Captain J. J. B. Jackman, Royal Northumberland Fusiliers, was awarded the Victoria Cross.

At Ed Duda on November 25th, 1941, Captain Jackman was in command of a machine-gun company of the Royal Northumberland Fusiliers during the tank attack on Ed Duda ridge. As the tanks reached the crest they met intense fire from a large number of guns of all types. Slowed to hull-down position, the tanks settled to beat down enemy fire. Captain Jackman pushed on up the ridge. Seeing that enemy anti-tank guns were firing on the flanks of our tanks, also rows of batteries to their front, he got his guns in position and secured the right flank. Then, standing up in his truck, he led his trucks across

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the front between our tanks and the enemy guns to get them into action on the left flank. Throughout he coolly directed the guns to their positions and indicated targets. Later he was killed while still inspiring everyone by his bearing.

Captain Jackman was born in 1917 at Dun Laoghaire, Co. Dublin.

Lance-Corporal John Patrick Keneally, Irish Guards, was awarded the Victoria Cross for gallantry in Tunisia.

The Bou feature dominates all ground east and west between Medjez el Bab and Tebourba. It was essential to the final assault on Tunis that this feature

should be captured and held.

A Guard's Brigade assaulted and captured a portion of the Bou on April 27th, 1943. The Irish Guards held on to points 212 and 214 on the western end of the feature, which points the Germans frequently counter-attacked. While a further attack to capture the complete feature was being prepared, it was essential

for the Irish Guards to hold on. They did so.

On April 28th, 1943, the positions held by one company of the Irish Guards on the ridge between points 212 and 214 were about to be subjected to an attack by the enemy. Approximately one company of the enemy was seen forming up preparatory to attack, and Lance-Corporal Keneally decided that this was the right moment to attack them himself. Single-handed he charged down the bare forward slope straight at the main enemy body, firing his Bren gun from the hip as he did so. This outstanding act of gallantry and the dash with which it was executed completely unbalanced the enemy company, which broke up in disorder. Lance-Corporal Keneally then returned to the crest further to harass their retreat.

Lance-Corporal Keneally repeated this remarkable exploit on the morning of April 30th, 1943, when, accompanied by a sergeant of the Reconnaissance Corps, he again charged the enemy forming up for an assault. This time he so harassed the enemy, inflicting many casualties, that this projected attack was frustrated. The enemy's strength was again about one company. It was only when he was noticed hopping from one fire position to another farther to the left, in order to support another company, carrying his gun in one hand and supporting himself on a Guardsman with the other, that it was discovered he had been wounded. He refused to give up his Bren gun, claiming that he was the only one who understood that gun, and continued to fight all through that day with great courage, devotion to duty and disregard for his own safety.

The magnificent gallantry of this N.C.O. on these two occasions, under heavy fire, his unfailing vigilance, and remarkable accuracy were responsible for saving many valuable lives during the days and nights in the forward positions. His actions also played a considerable part in holding these positions, and this influenced the whole course of the battle. His rapid appreciation of the situation, his initiative and his extraordinary gallantry in attacking single-handed a massed body of the enemy and breaking up an attack on two occasions, were an achievement that can seldom have been equalled. His courage in fighting all day when wounded was an inspiration to all ranks. He is a native of Tipperary and

is 22 years of age.

Private Richard Kelliher, Australian Military Forces, was awarded the Victoria Cross.

During an attack by this soldier's platoon on an enemy position at Nadzab, New Guinea, on the morning of September 13th, 1943, the platoon came under heavy fire from a concealed enemy machine-gun post approximately 50 yards away. Five of the platoon were killed and three wounded, and it was found impossible to advance without further losses.

In the face of these casualties Private Kelliher, suddenly on his own initiative and without orders, dashed towards the post and hurled two grenades at it, killing some of the enemy, but not all. Noting this, he then returned to his section, seized a Bren gun, again dashed forward to within 30 yards of the post, and with

accurate fire completely silenced it.

Returning from his already gallant action Private Kelliher next requested permission to go forward again and rescue his wounded section leader. This he successfully accomplished, though under heavy rifle fire from another position. Private Kelliher, by these actions, acted as an inspiration to everyone in his platoon, and not only enabled the advance to continue, but also saved his section leader's life.

His most conspicuous bravery and extreme devotion to duty in the face of

heavy enemy fire resulted in the capture of this strong enemy position.

Private Richard Kelliher was born at Ballybeggan, Tralee, Co. Kerry, and went to Australia 12 years ago.

Corporal James Patrick Scully, Pioneer Corps, was awarded the George Cross.

During a raid on Merseyside in March, 1941, he and an officer held an immense load of debris on their shoulders to save a 70-year-old woman who, with her husband, was trapped in the ruins of their home. Corporal Scully forced his way through the ruins to find the husband dead and the woman seriously injured. He covered their faces with steel helmets to protect them from falling debris and spoke cheerfully to the woman to keep up her spirits. He and the Lieutenant stood from 11.30 at night to 6.30 next morning with a plank on their shoulders holding off the debris from the trapped couple. The house was slowly collapsing all the time. Scully was completely exhausted and taken to hospital.

Corporal Scully comes from Crumlin, Co. Dublin.

Brigadier George Frederick Allison, M.C., late Royal Army Medical Corps, was made a Knight Commander of the Order of the British Empire.

Brigadier Allison was Deputy Director of Medical Services from December 1940. When he took over his appointment there was one hospital in the area. There are now eleven hospitals, three convalescent depots and five prisoner of war hospitals. He supervised the erection and organisation of all these, and with his wide medical experience, his advice and instructions were invaluable to less experienced Officers Commanding Hospitals.

During operations in the Western Desert, Brigadier Allison was very fully occupied in organising the reception and evacuation of casualties, and it was largely due to his powers of organisation and the high standard of his work that

these receptions and evacuations were carried out so smoothly.

Brigadier Allison comes from Monaghan.

Monsignor John Coghlan, Vicar-General to the Army, was made a Knight Commander of the Order of the British Empire for his gallantry during the Battle of Flanders in 1940.

He and his staff Chaplain, Fr. Basil McCreton, were the last chaplains to leave the north of the Somme. Of their own free will they remained behind at Bergues, a key centre eight miles from Dunkirk. The town was eventually almost totally destroyed. The two priests buried all the dead and attended the

wounded of all denominations.

Mgr. Coghlan is a native of Castlepollard, Westmeath, and son of the late Mr. Hugh Coghlan of Castlepollard. He was educated at St. Finian's College, Navan, and at Maynooth College; took his B.A. degree at the Royal University of Ireland, and was ordained for the Diocese of Meath in 1913. He served in France, Flanders and Mesopotamia in the last war, and was with the Army of Occupation on the Rhine. In the last 20 years he has served as Senior Chaplain to the forces in Malta, Shanghai, Egypt and Britain. He was appointed Catholic Vicar-General to the British Army in March, 1940, and was assistant deputy Chaplain-General to the Forces in France.

Colonel (Temporary) William James Fitzpatrick Eassie, Royal Army Scrvice Corps, was made a Knight Commander of the Order of the British Empire for outstanding ability as Deputy Director of Supply and

Transport, 30 Corps H.O.

The operations afforded an exceptionally difficult problem in maintenance. Not only were all formations constantly changing, but they frequently had to be switched from command of one Corps to another. Remaining cheerful and determined in spite of all the various fluctuations in the situation and the difficulties encountered owing to the movement of enemy raiding columns, Colonel Eassie never once lost control of the supply and transport situation. By forethought, initiative and quick decision, he overcame all difficulties and throughout the operations met all demands made upon him without failure. Colonel Eassie showed exceptional devotion to duty which had much influence on the operations. No praise can be too high for this officer's invaluable work.

Colonel Eassie was also awarded the Distinguished Service Order. He was Deputy Director of Supply and Transport at the start of operations at El Alamein. Throughout this period, by his drive and energy, he did magnificent work which had a direct and powerful bearing on the success of operations.

His imperturbability on all occasions, including during enemy air bombing and machine-gun attacks, was an inspiration to those officers and men with whom he worked. No amount of "road strafing" by hostile aircraft ever deterred him from his frequent visits to all parts of the battle area to encourage his troops to yet greater efforts.

Colonel Eassie was born at Newbridge, Co. Kildare.

Lieutenant-Colonel (temporary Brigadier) Robert Fowler Walker, O.B.E., M.C., M.B., Royal Army Medical Corps, was made a Commander of the Order of the British Empire.

This officer, who is a Deputy Director of Medical Supplies in the Middle East, is mainly responsible to the Director of Medical Supplies for the many and difficult medical plannings to suit the 1,001 projects planned in the Middle East.

Each plan necessitates the medical planning for the provision of the many large and small medical units required for the countries and climates through

which the forces involved may pass.

It also necessitates the planning of the type and quantity of medical stores required, special drugs, chemicals, clothing, medical and advance equipment, the provision and supply, and medical advice.

It also necessitates the planning of the type of medical transport required

in the different types of country.

Up to date, this officer's foresight, judgment and careful calculations based on his specialised knowledge have covered medical results in evacuation and nursing of casualties, which have brought nothing but praise from the highest authorities.

His keenness, loyalty, devotion to duty and entire application to these many

difficult problems have been an example to all.

Lieutenant-Colonel Walker was born in Galway.

Brigadier Bryan John Fowler, M.C., Royal Regiment of Artillery, was awarded the Distinguished Service Order.

Brigadier Fowler has carried out the duties of a Commander of Royal

Artillery with great distinction from April 28th, 1942, to date.

Throughout the whole period he has been indefatigable in improving the

standard of gunnery in the division.

He has had countless difficulties to contend with, but with dogged perseverance and a complete disregard of fatigue he has invariably surmounted each crisis

with marked ability!

During every operation, in the Knightsbridge area in May and June, on the Ruweisat ridge in July and August, at Alamein in October and November and beyond, with a complete disregard of his personal safety and frequently under heavy fire, he continually visited the most forward observation posts, giving advice and encouragement to young Forward Observation Officers.

His devotion to duty, his determination to allow nothing to stand in the way of maximum finciency, his invariable habit of doing "that something extra which counts," and above all his courage in action, have always been inspiring, and an encouragement to those under his command and to all who saw him.

Brigadier Fowler was born in Kells, Co. Meath, and his home is in Navan.

Major (temporary Lieutenant-Colonel) Ian Henry Good was awarded the Distinguished Service Order.

During a silent attack on Bottacetto line on the night of July 17th-18th, 1943, Lieutenant-Colonel Good's battalion, in its first engagement, came under extremely heavy enfilade fire from a large number of automatic weapons and from mortars and artillery. Bitter fighting developed and it was extremely difficult to discover the exact situation of the leading companies.

With a complete disregard of danger, Lieutenant-Colonel Good went forward over very open and bullet-swept ground, discovered the exact situation, and reported it. Later, during the early hours of July 18th when ordered to withdraw his battalion and take up a defensive position some 400 yards in rear, he extricated his companies with great skill, despite the fact that they were disorganised, due to heavy and confused fighting, and there being only a short period of darkness left. Due to this officer's untiring efforts the battalion had reorganised, was digging in on the new position by daylight, and was ready and eager to continue the fight, despite its heavy losses. Later at Gravina di Catania his battalion, which was advancing through very difficult and close country, was held up by skilfully concealed machine-guns and mortars; once again Lieutenant-Colonel Good went forward, at a very considerable risk, to his leading companies, with the result that they were able to hold their gains and harass the enemy, who withdrew again during the night.

Lieutenant-Colonel Good has been an inspiration to all. His courage, sound decisions and imperturbability under fire have been a splendid example, This is reflected in the fighting spirit of his battalion, which is unimpaired despite heavy casualties and great physical exertion. Lieutenant-Colonel Good has shown outstanding powers of leadership and bravery of a very high order.

Lieutenant-Colonel Good was born in Dublin.

Major (temporary Lieutenant-Colonel) Anthony Desmond Rex Wingfield, M.C., Royal Armoured Corps, was awarded the Distinguished Service Order.

On March 26th, 1943, his regiment was detailed to protect the echelons and cover the rear of an Armoured Brigade during its advance on El Hamma during during the night 26th-27th.

Lieutenant-Colonel Wingfield, as night fell, found the echelons held up by a defile with the enemy on his right and left. He deployed his force in pitch darkness to protect the echelon and succeeded in getting the whole of his force through the defile without loss. When the advance continued at midnight the echelons came under fire from the flanks from enemy who had been left behind during the advance. Lieutenant-Colonel Wingfield handled his force in such a manner that no casualties were incurred and a large number of prisoners were collected.

At first light a tank attack by the 15th Panzer Division started to develop against the rear of the division. Lieutenant-Colonel Wingfield immediately moved his regiment at high speed to frustrate this attack. He went ahead himself under fire to reconnoitre positions for his squadrons before they arrived. The speed with which this operation was carried out prevented any serious attack developing, and gave time for the divisional anti-tank screen to get into position. The enemy tanks withdrew hastily as soon as the regiment arrived.

Lieutenant-Colonel Wingfield's example of determination and courage under fire in very trying circumstances was an example to everyone who came into contact with him, and it was mainly due to him that the echelons were moved successfully through the enemy positions during the hars of darkness and that the rear of the division was saved from enemy tank attack at first light.

Lieutenant-Colonel Wingfield was born in Dublin.

Major (temporary Lieutenant-Colonel) Joseph Patrick O'Brien-Twohig, the Royal Inniskilling Fusiliers, was awarded the Distinguished Service Order.

On the afternoon of July 18th, 1943, the battalion was ordered to capture a new bridgehead over the River Simeto. After a fight the bridge was secured and three companies had passed over it by nightfall. The Germans, realising the danger of this threat to their flank, then began to reinforce strongly. All through the night the enemy mortar and machine-gun fire increased in intensity, and at dawn a determined counter-attack supported by tanks was pushed against the bridge while infantry attempted to cross the river and outflank the Inniskillings. The weight of the attack drove the Inniskillings back over the bridge, and three of the four company commanders were either killed or wounded. In these difficult circumstances the gallantry and leadership of Colonel O'Brien-Twohig were outstanding and entirely saved what might have developed into a very critical situation. Moving about with complete disregard of the intense enemy fire he was always at the place where the threat was greatest, encouraging and inspiring his men by his own coolness and determination. He personally reorganised his men into new positions as they fell back over the river and established so strong a line that the attack was halted and no German ever succeeded in placing a foot on the bridge. A counter-attack by our own tanks and infantry was now launched and this, combined with the fierce resistance of the Inniskillings, decided the Germans to withdraw. Lieutenant-Colonel O'Brien-Twohig did not know of our counter-attack or that the enemy had withdrawn, but noticing a lull in the enemy firing and realising the great importance of again securing the bridge, he went forward alone to reconnoitre and finding the bridge clear at once pushed his men forward across it to retake the position, which thereafter remained firmly in our hands. There is no doubt that the final success of the operation was very largely due to the conduct of Lieutenant-Colonel O'Brien-Twohig, whose courage, determination and leadership accorded with the highest tradition of the Service and inspired all who saw him.

Lieutenant-Colonel O'Brien-Twohig comes from Dublin.

Major (temporary Lieutenant-Colonel) Robert Peisley Lidwill, Infantry, was awarded the Distinguished Service Order.

On the night July 15th-16th, 1943, Lieutenant-Colonel Lidwill's battalion was ordered to attack and capture a bridgehead over the Primosole Bridge in order to facilitate the advance of the division towards Catania. The bridge had formerly been held by Commando troops and had also been the scene of an attempt to capture it by another battalion which had been unsuccessful. It was largely owing to Lieutenant-Colonel Lidwill's resolution and personal courage in the face of heavy enemy opposition that the bridgehead was taken and held against a strong enemy force composed of a German group of parachute troops. Lieutenant-Colonel Lidwill's battalion held the bridgehead during the next day until further troops could be sent over the River Simeto to enlarge the bridgehead, and his complete disregard for his own personal safety during the whole of this period was an inspiration to all his own troops. The position held by his battalion was continually under heavy enemy machine-gun fire and occasional heavy shellfire, and in very close contact with the enemy, who were eventually only driven out of their positions by our own "Sherman" tanks. Lieutenant-Colonel Lidwill's conduct during all the operation in Sicily up to date has been of the highest order and an example to all.

Lieutenant-Colonel Lidwill comes from Templemore, Co. Tipperary.

Major (temporary Lieutenant-Colonel) Richard Wakefield Goodbody, Royal Horse Artillery, was awarded the Distinguished Service Order.

Lieutenant-Colonel Goodbody was in command of a Royal Horse Artillery Regiment operating with this brigade from July 10th, 1943. During this period his regiment was constantly in action, often covering a very wide front. Lieutenant-Colonel Goodbody never spared himself and was constantly well forward under heavy shellfire, selecting new battery areas. His support and advice were a tremendous help. Wherever the trouble was, Lieutenant-Colonel Goodbody would be found reconnoitring for good observation posts and ordering forward observation officers to occupy them. As a result the brigade was never without artillery support when required.

At Vizzini on July 13th, and again on the River Dittaino on July 19th, Lieutenant-Colonel Goodbody showed great gallantry and leadership in

reconnoitring suitable gun areas and observation posts.

Lieutenant-Colonel Goodbody comes from Lisnagry, Co. Limerick.

Major (temporary Lieutenant-Colonel) Beauchamp Henry Butler was awarded the Distinguished Service Order.

Lieutenant-Colonel Butler's task was to secure the right half of the River

Simeto bridgehead, and much depended on this operation's success.

This officer led his battalion with great gallantry. Throughout a hard day's fighting he was tireless in his efforts to ensure success, personally directing the fire of his anti-tank guns and mortars at centres of resistance; launching attacks and never giving a desperate and determined enemy any loophole. Lieutenant-Colonel Butler was under continuous and accurate short-range machine-gun and rifle fire and mortar fire for many hours, but his complete disregard of danger and his inspiring example to his battalion ensured the success of the operation.

This officer has also rendered distinguished service in the attack on Centuripe

and in the crossing of the River Salso.

Lieutenant-Colonel Butler was born in Rathvilly, Co. Carlow.

Major (temporary Lieutenant-Colonel) David Dawnay, 10th Royal Hussars (Prince of Wales's Own), Royal Armoured Corps, was awarded the Distinguished Service Order for devotion to duty and outstanding leadership during operations between April 5th, 1943, and April 26th, 1943, in support of an infantry brigade.

During this period Lieutenant-Colonel Dawnay's "Churchills" accomplished feats in support of the infantry which were previously considered impossible. Owing to his skilful manœuvring, outstanding leadership and determination to give the maximum support to the infantry he was very largely responsible for the capture of at least three important objectives including "Longstop" with comparatively light casualties to personnel and tanks.

During battle Lieutenant-Colonel Dawnay keeps the closest control over his sub-units and by his firm command combined with encouragement invariably gets the very best out of his officers and men. His own action in battle is an

inspiration to his battalion.

Lieutenant-Colonel Dawnay was born in Waterford.

Captain (temporary Major) (acting Lieutenant-Colonel) Arthur Francis McCausland Riggs, M.C., the King's Own Yorkshire Light Infantry, was awarded the Distinguished Service Order. Lieutenant-Colonel Riggs has since been killed in action.

The award was made for outstanding leadership and gallantry on July 13th, 1943, south of Villasmundo, in an attack on a formidable enemy position which was holding up the advance. The forcing of this position was of vital importance to subsequent operations. During the reconnaissance for the attack, his Battalion Commander was wounded. He immediately took over the reconnaissance and organisation of his battalion's attack. The objectives necessitated the crossing

of a deep nullah under direct enemy observation and fire. The battalion suffered heavily in its efforts to force this obstacle and only isolated parties got across. Lieutenant-Colonel Riggs led a small party on to the second objective; on reaching it he had only one man left and had to withdraw across the nullah.

The battalion, meanwhile, was under heavy fire; Lieutenant-Colonel Riggs started reorganising for a further attack, which, however, was anticipated by the enemy's withdrawing from his positions, and the brigade eventually

occupied Villasmundo the same night.

The personal leadership and determination shown by Lieutenant-Colonel Riggs in his battalion's efforts to reach its objectives were an inspiration to all ranks and contributed in no small degree to the successful opening of the road to Villasmundo.

Lieutenant-Colonel Riggs was born at Dromahair, Co. Leitrim.

Major (acting Lieutenant-Colonel) Dudley Stewart Norman, East Yorkshire Regiment (The Duke of York's Own), was awarded the Distinguished Service Order for gallantry and distinguished service in the Middle East and was also Mentioned in Despatches.

He was born at Fahan, Co. Donegal.

Lieutenant-Colonel E. O. Martin was awarded the Distinguished Service Order for services in the Middle East.

He comes from Rathfarnham, Co. Dublin.

Major (temporary Lieutenant-Colonel) William Anthony Sheil, Royal Regiment of Artillery (Reserve of Officers), was awarded the Distinguished Service Order.

On October 27th, 1942, Lieutenant-Colonel Sheil was ordered to engage the enemy locality known as "Stirling" with observed fire from the whole of his regiment. It was a difficult and intricate task as advanced elements of our infantry had reached the outskirts of the locality during the previous night and were pinned by enemy fire, and opposing tanks were manœuvring in the area.

Lieutenant-Colonel Sheil considered the task so important and so difficult

that he undertook it himself. He worked his way forward to an observation post within 500 yards of the locality, identified our own troops, and then ranged his regiment on to the actual enemy defences while our own and enemy tanks fired at each other over his head. Our own tanks then advanced, and he saw the enemy anti-tank gunners man their guns. He brought down a regimental concentration on them and saw them run back to their dug-outs.

Our attack failed owing to 88 mm. fire from far out on the flank, so Lieutenant-Colonel Sheil proceeded to pound the locality with his regiment all day. So destructive was this fire that the infantry attack on the locality that night met with practically no opposition and found the defences full of enemy dead.

Lieutenant-Colonel Sheil's action was an inspiration to the rest of the Divisional

Artillery and contributed largely to the successful capture of this important

locality.

Later, Lieutenant-Colonel Sheil was awarded a Bar to the Distinguished Service Order. At France Fonte on July 14th, 1943, as C.O. of his regiment and senior artillery officer on the spot, he was responsible for organising the fire support for the attack of an infantry brigade.

Enemy parachute troops were offering very stubborn resistance, were

sniping very accurately and were attempting to regain the initiative.

With complete disregard of danger Colonel Sheil went right forward in person to identify the actual centre of resistance which no one else could locate. After a daring reconnaissance he observed the fire of his regiment on to several strong-points and, when this was impossible, himself manhandled 6-pounders and a 17-pounder into action at short range, and then directed their fire. His leadership and inspiring example were a considerable contributory factor to the successful issue of a hard-fought fight.

Lieutenant-Colonel Sheil comes from Clonsilla, Co. Dublin.

Major (temporary Lieutenant-Colonel) Thomas Cecil Hook Pearson, D.S.O., the Rifle Brigade (Prince Consort's Own), was awarded the Distinguished Service Order for conspicuous gallantry and leadership on

May 9th/10th, 1943.

When the armour was held up by anti-tank fire from positions which could not be observed, to the north and north-east of Djebel Ressas, Lieutenant-Colonel Pearson brought his battalion forward with great speed, and by brilliant personal leadership established them during the night in positions from which the enemy guns could be observed and neutralised in the morning. His reconnaissance was carried out under heavy shellfire and at considerable personal risk from enemy small arms as he himself was a long way in front of the leading tanks. The success of this manœuvre of his battalion secured the observation necessary for the artillery and enabled the eventual advance of the armour on to Grombalia, and the capture of a very large number of prisoners. The manœuvre was rendered possible only by Lieutenant-Colonel Pearson's complete disregard of danger and magnificent personal leadership.

Lieutenant-Colonel Pearson was born in Queenstown.

Captain (temporary Major) William Lyle Newell, Royal Regiment of Artillery, was awarded the Distinguished Service Order in January, 1942.

During the attack on Sidi Omar Nuovo on November 22nd, 1941, Major Newell was commanding the Field Battery in support of the Royal Sussex. On arrival at the debussing area when the infantry were held up, Major Newell went up to the infantry and personally led some of them forward to the capture of the first objective.

By his complete disregard of danger and by his fine example, the men went

forward at great speed.

Throughout the whole attack, and particularly at this period, Major Newell had shown a magnificent example of coolness and disregard for danger which had an excellent effect on all who were near him.

Major Newell's home is Moville, Co. Donegal.

Major (Acting Lieutenant-Colonel) George Edward Knox-Peebles, Royal Tank Regiment, Royal Armoured Corps, was awarded the Distinguished Service Order in January, 1942.

At Bardia on December 31st, 1941, Lieutenant-Colonel Knox-Peebles was commanding a battalion of the Royal Tank Regiment which took part in an attack conducted against enemy dispositions of fortress type. The operation was highly successful; it not only opened the way for the further decisive operation which brought about the fall of Bardia, but it was noteworthy for the relatively low casualties sustained by our troops in view of the formidable nature of the opposition.

Lieutenant-Colonel Knox-Peebles helped to lay the foundations for this success by wise and meticulous planning beforehand. He then commanded his battalion throughout the day of the battle with the greatest skill, courage and determination. At the crisis of the battle the handling of the infantry tanks greatly assisted the infantry to recover from a temporary setback. This officer's battalion was in action under heavy fire for thirteen hours, and during the whole of this rerixl he guided, conducted and inspired the battalion by his able leadership and fine example.

His mother lives at Harolds Cross, Co. Dublin.

Captain (temporary Major) Arthur Charles Doyle, M.C., Royal Tank Regiment, Royal Armoured Corps, was awarded the Distinguished Service Order.

On the morning of July 11th, 1942, the battalion advanced to Alam Nayal, and there gained contact with some 25 German tanks. The enemy attacked strongly with thirteen on the front and twelve on the left flank. Major Doyle's squadron was in battle line on the left flank and was thus in great danger of

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being outflanked. The formation of the ground was such that if his squadron had given ground the remainder of the battalion would have been in a very precarious position. Several of his tanks were hit, including his own, and his gun was put out of action. One of his crew was wounded. In spite of this he stood firm, and by his inspiring leadership and courage held his squadron on their position. This enabled a counter-attack to be organised and the enemy were beaten back. During a temporary lull in the fighting Major Doyle sent his tank back for repairs and "mounted" another one. This officer has shown throughout a complete disregard for his own safety and held his squadron firm in battle line despite very heavy fire of both high explosive and armour-piercing shot, and frequently against superior numbers of tanks. His courage and steadiness under fire cannot be too highly praised.

Major Doyle was born in Dublin.

Major (temporary Lieutenant-Colonel) Kendal George Fleming Chavasse, Infantry, was awarded the Distinguished Service Order.

Between November 25th and December 10th, 1942, Lieutenant-Colonel Chavasse was in command of his regiment covering a position east of Oued Med Jerga. During this period he successfully prevented German armoured cars

and tank patrols from interfering with our operations.

Largely by his personal example, dash and daring, his unit of two weak squadrons, in spite of being out-gunned, out-armoured and frequently divebombed, dominated the area, and throughout the period he obtained valuable information of enemy movements. This officer showed outstanding qualities

of leadership.

Later, Lieutenant-Colonel Chavasse was awarded a Bar to the Distinguished Service Order for outstanding leadership and devotion to duty during the action west of Termoli on October 5th, 1943. During the night, October 4th-5th, Lieutenant-Colonel Chavasse occupied a position on the high ground some two miles west of Termoli with a mixed force of part Reconnaissance and Commando and other small detachments. This position was heavily attacked throughout October 5th by enemy infantry and tanks under cover of very heavy shelling and mortar and machine-gun fire. Both flanks of the position were driven in, but Lieutenant-Colonel Chavasse stoutly maintained the defence of the area around him during the hours of daylight, though surrounded on three sides at close range by enemy infantry and tanks. He only withdrew under orders about midnight, October 5th, bringing with him the whole of his party except a few vehicles which were immobile. During these operations Lieutenant-Colonel Chavasse showed exceptional leadership, coolness and devotion to duty. His reports enabled enemy concentrating for the attack to be dispersed by artillery fire while his personal example was the mainspring of a gallant and effective defence which did much to ensure the successful outcome of

He was born in Kilmeaden, and his home is in Skibbereen, Co. Cork.

Major (temporary Lieutenant-Colonel) Cornelius William Grogan, M.C., Corps of Royal Engineers, was made an Officer of the Order of the British Empire.

This officer was in command of an Engineer Store Base Depot. This unit, although only designed to run one depot, has been running five very large depots. This has thrown a quite unbelievable load upon the personnel at each site. It has been almost entirely due to the personal drive, energy and example of Lieutenant-Colonel Grogan that his men have been inspired to work the very long hours and to handle the thousands of coolies and heavy accounting duties that have fallen on them. The depots have been the main source from which the Eighth Army and its base needs have been supplied. It is true to say that their demands would not have been met had not Lieutenant-Colonel Grogan been able to control and inspire simultaneously what have amounted to at least

four full-sized and understaffed depots, each of the size for which his unit was designed.

Lieutenant-Colonel Grogan was born at Tullow, Co. Carlow.

Colonel (Acting) John Joseph Walsh, Royal Army Ordnance Corps. was made an Officer of the Order of the British Empire.

The work of this officer is of outstanding merit. From the beginning of the war until taking up his present appointment he was responsible for handling all technical questions arising in connection with tanks and for investigating and remedying defects.

The tireless energy with which he applied his exceptional technical knowledge, combined with his ability and resourcefulness, have led to innumerable

and important improvements in fighting equipment.

In his present capacity as Deputy Director of Mechanical Engineers, Lines of Communication, Egypt, he has co-ordinated the work of Port Workshop Detachments in the rapid unloading of vital consignments of tanks with outstanding success and has also energetically developed a series of Royal Electrical and Mechanical Engineers' service stations on the route to the Eighth Army.

Colonel Walsh was born in Wexford.

Colonel (Acting) Myles Thomas Glen Wood, Royal Regiment of Artillery, was made an Officer of the Order of the British Empire for

his services during the period from January to September, 1942.

Over this period of nine months this officer did exceptionally good work in a difficult job, involving constant solution of awkward problems affecting not only the Army, but all three Services. He showed great energy, drive and intelligence and outstanding devotion to duty. Colonel Wood was killed in action in October, 1943.

Colonel Wood was born in Kilkenny.

Major (temporary Lieutenant-Colonel) Frederick Joshua Allen, Royal Corps of Signals, was made an Officer of the Order of the British

Throughout the campaign in Burma, Lieutenant-Colonel Allen's work has been of a very high standard. He has never spared himself and by his devotion to duty, combined with his tireless energy, he has ensured that communications were maintained throughout at a very high standard of efficiency, in spite of the many difficulties which have had to be overcome.

He has always given all possible assistance to formation commanders throughout, and gained their confidence by his ever-ready co-operation and

He has shown himself imperturbable in times of stress and a human leader of men. The efficiency, esprit de corps and happy outlook on life of the Divisional Signals throughout the campaign were in no small measure due to Lieutenant-Colonel Allen's example.

Lieutenant-Colonel Allen was born at Blackrock, Co. Dublin.

Major (temporary Lieutenant-Colonel) William Ernest Abraham, General List, was made an Officer of the Order of the

British Empire.

Lieutenant-Colonel W. E. V. Abraham is in charge of the Planning Branch of Movements and Transportation. In carrying out his duties in an exceedingly efficient manner he has played an important part in Movements and Transportation planning, particularly in connection with the emergency arising out of the German advance in the Western Desert.

He is an officer of exceptional personality with a quick brain, and an

enormous capacity for work.

Lieutenant-Colonel Abraham was born in Eire.



Colonel (Acting) Douglas Bluett, M.B., Royal Army Medical Corps,

was made an Officer of the Order of the British Empire.

As Officer Commanding 14 Field Ambulance in the Western Desert until May 28th, 1942, Colonel Bluett showed exceptional efficiency and devotion to duty, being quite imperturbable under fire and an example to all ranks, thereby welding together a unit which was a model Field Ambulance in every way.

Selected as Assistant Director of Medical Services on May 28th, 1942, his work in co-ordinating the reception and evacuation of thousands of casualties under circumstances of extreme difficulty and danger was beyond praise. He remained at his post until the day before the fall of Tobruk when to his regret he was ordered to another responsible appointment elsewhere.

Colonel Bluett was born at Delgany, Co. Wicklow.

Major (temporary Lieutenant-Colonel) W. B. Shine, Royal Army Ordnance Corps, was made an Officer of the Order of the British Empire.

Lieutenant-Colonel Shine has established an excellent base ammunition depot which has handled all the ammunition into and out of the port of Algiers. His unit is extremely efficient, and well run. This is largely due to the enthusiasm and devotion to duty of this officer.

Lieutenant-Colonel Shine was born in Limerick.

Captain (temporary Major) Anthony James Morris, M.C., the Royal Irish Fusiliers (Princess Victoria's), was made an Officer of the Order of the British Empire.

Major Morris comes from Dublin.

Major (temporary Lieutenant-Colonel) Joseph Hume Dudgeon, M.C., the Royal Scots Greys (2nd Dragoons), was made an Officer of the Order of the British Empire.

Lieutenant-Colonel J. H. Dudgeon, M.C., as Officer Commanding Pack Transport Group, was responsible, early in December, 1942, for the forming of a pack transport company. He purchased the mules, enlisted, equipped and trained the African personnel.

This was, in itself, a great achievement; it was accomplished in a remarkably short space of time and as each troop was complete it was immediately put into

acuon.

He was also responsible for the training of another pack transport company

which came under his command in February, 1943.

It was due to his inspiring leadership, enthusiasm and untiring efforts that these two units were trained to the very high standard which has enabled them to perform such excellent work in action which was personally supervised by him.

Lieutenant-Colonel Dudgeon was born in Kilkenny and his home is in

Dublin.

Captain (temporary Major) Richard Milliken, Royal Regiment of Artillery, was made an Officer of the Order of the British Empire.

An officer of outstanding technical ability and practical experience of artillery equipments, he has also a rare gift of imparting his knowledge and by his immensely helpful manner makes himself welcome wherever he goes. To him was largely due the excellent co-operation of the American long-range artillery in the opening battles. Later he was given the task of training French artillery in the use of 6-pounders, a job which he did outstandingly successfully—teaching both the tactical as well as the technical handling.

Almost all his work is done in the forward areas, and wherever trouble is to be found, there he will be found putting it right. In times of heavy fighting he has, by his practical skill and good sense, repeatedly kept guns in action which

would otherwise have had to have been evacuated to the rear.

Major Milliken was born in Dublin.

Major (temporary Lieutenant-Colonel) Arthur Noel Burchell Odbert, Royal Army Medical Corps, was made an Officer of the Order of the

British Empire.

During the period February to May, 1943, Lieutenant-Colonel Odbert has been indefatigable in the performance of his duties, and it has been largely due to his efforts that the phenomenally low sick rate of the Army has been attained. Over a vast area of difficult country he has supervised the hygiene arrangements with a complete disregard for anything else than the preservation of the health of the troops. He has personally investigated the important water supplies and arranged for their purification, while by prompt action and careful foresight he has prevented any outbreak of disease. Always one of the earliest on the spot in the many occupied towns and villages to anticipate and deal with hygiene problems, his preparation for the prevention of malaria was most comprehensive and machinery was immediately available should any epidemic have appeared likely.

He is always cool and collected, ready with sound advice, while his devotion to duty has been an example and an inspiration to the whole hygiene tenor of the Eighth Army, and maintaining it fighting fit and at full strength.

Lieutenant-Colonel Odbert was born at Seapoint, Co. Dublin.

Brigadier (temporary) A. T. de Rhe-Philipe, Royal Engineers, was made an Officer of the Order of the British Empire for tircless work and devetting to detect the control of the British Empire for tircless work and devetting the devetting the control of the British Empire for tircless work and devetting the devetting the control of the British Empire for tircless work and devetting the control of the British Empire for tircless work and the British Empire for the British Empire for tircless work and the British Empire for ti

devotion to duty.

From the inception of planning for the landing in North Africa to the present date, Brigadier de Rhe-Philipe has carried a heavy responsibility in charge of the movements which he has discharged with conspicuous ability. He is never daunted by difficulties and his outstanding work has been the predominating factor in the ability of A.F.H.Q. to build up and maintain the Allied Forces in Tunisia.

Brigadier de Rhe-Philipe was born in Dublin.

Major (temporary Lieutenant-Colonel) Theobald Denis Phelan, M.B., Royal Army Medical Corps, was made an Officer of the Order of the

British Empire.

During the period under review Lieutenant-Colonel Phelan has commanded a field ambulance attached to an armoured brigade. He has consistently shown a very high degree of vision, foresight and initiative—the results of which have been manifest in the work of his unit. His field ambulance has won for itself a reputation second to none in the Eighth Army and Lieutenant-Colonel Phelan and the team of doctors working under him have inspired the confidence and affection of every one in the brigade. The medical record of this brigade and of Lieutenant-Colonel Phelan's Field Ambulance is an impressive one, while the ratio of deaths to battle casualties dealt with by the main dressing station is most unusually low.

The credit for the exceptionally fine work done by this unit must go to a large

degree to its commanding officer.

Lieutenant-Colonel Phelan was born in Clonmel.

Major (temporary Lieutenant-Colonel) John Frederick Carroll, Infantry, was made an Officer of the Order of the British Empire, for conspicuous industry and good work in creating the important staff duties directorate in Army H.Q. during the most difficult period of expansion of the Eastern Army.

He was born in Dublin.

Lieutenant-Colonel (temporary-Colonel) Thomas Stephen James Anderson, the Lincolnshire Regiment, was made an Officer of the Order of the British Empire.

Colonel Anderson assumed his appointment as Education Officer-in-Chief, Middle East Forces, on January 2nd, 1943. As a result of his enthusiasm,



energy and devotion to duty he has achieved in this short space of time two notable results. He has imbued the whole of the Army Education Corps under his command with his own fire and zeal, and built around him a corps of educationists second to none in the British Army at home or abroad. And he has provided the army in the Middle East, including great contingents of Allied Forces, with facilities for education on a scale which would have been considered impossible a year ago. He has rendered exceptional service.

Colonel Anderson was born in Dublin.

Lieutenant-Colonel (temporary Colonel) William Berenger Statter Deverell, Royal Army Service Corps, was made an Officer of the Order of the British Empire.

This officer has held the appointment of Deputy Director of Supplies at G.H.O. during the past twelve months, and has been responsible for the efficiency

of the supply services in the Middle East.

He has shown exceptional energy, organising ability and devotion to duty. He has successfully overcome the many difficulties which must necessarily arise in running a large and complex organisation during the course of active operations. The work of the Supply Branch under the able and determined direction of this officer has made a most valuable contribution to the success of the operations in North Africa.

Colonel Deverell was born in Dublin.

Lieutenant-Colonel (temporary Colonel) William Somerset Seymour, Royal Army Service Corps, was made an Officer of the Order of the British Empire.

Colonel Seymour has served as Deputy Director of Supply and Transport. Malta Command, for the whole preparation period March to June, 1943, for the

invasion of Sicily.

During this period he had to make all arrangements for the reception of large quantities of supplies and petrol and to arrange the transport to move troops staging through Malta to and from the docks, and although faced with a shortage of personnel and transport, on no occasion was there the slightest hitch either in the distribution of rations, victualling of landing craft or in the movement of troops.

Colonel Seymour's untiring zeal during a very trying period was an

inspiration to the R.A.S.C. in Malta.

He was born in Longford.

Lieutenant-Colonel (temporary Colonel) Robert McKinlay, M.B., Royal Army Medical Corps, was made an Officer of the Order of the British Empire.

This officer has served as the chief adviser to the Deputy Director of Medical Supplies in Egypt, in hygiene and preventive medicine since September 14th,

1940; he was Mentioned in Despatches October 27th, 1941.

Throughout this long period he has shown remarkable devotion to duty, and a large portion of the credit for the exceptionally low sick rate of the troops who have been in his area either in transit or permanently stationed there is apportioned to his efforts and those of the special staff under his direction, and his sound knowledge and judgment have been invaluable. The results obtained speak for themselves.

Colonel McKinlay was born in Castlefinn, Co. Donegal.

Major (temporary Lieutenant-Colonel) Richard Thomas Ringwood Macmanaway, Royal Army Service Corps, was made an Officer of the Order of the British Empire.

Major Macmanaway was employed at Headquarters, Anti-Aircraft Command, as Assistant Director of Supply and Transport from January, 1942, during



which time he was called upon to perform extra duty in the absence of his

immediate superior.

His great experience and powers of organisation were major factors in the smooth running of Supply and Transport Services in Anti-Aircraft Command for two and a half years. By sheer will power he refused to allow ill health to interfere with duties which he at all times performed with high efficiency and the utmost tact.

He comes from Monaghan.

Captain (temporary Major) (acting Lieutenant-Colonel) Robert James Valentine Pulvertaft, M.D., F.R.C.P., Royal Army Medical Corps,

was made an Officer of the Order of the British Empire.

Lieutenant-Colonel Pulvertaft arrived in the Middle East in September, 1940, as pathologist on the staff of a 1,200-bed general hospital. In June, 1942, he was appointed Officer-in-Charge Central Pathological Laboratory in Cairo, combining with this the duties of Deputy Assistant Director of Pathology, later upgraded Assistant Director of Pathology in the Middle East.

This officer is a distinguished pathologist in civil life on the staff of Westminster Hospital, London. He has brought to the Army not only a rich

store of experience but an original and inquiring mind.

In addition to carrying out the routine work of his appointments he has interested himself in research work, especially in the treatment of infected wounds.

His study of this treatment with chemotherapeutic substances has been accepted as of real value by the War Wounds Committee in the United Kingdom and especially his laboratory research into the substance now known as Penicillin. By most industrious and painstaking investigations and experiments he has added considerable knowledge to the development of this substance. The introduction of Penicillin into war surgery will undoubtedly revolutionise the treatment of septic wounds.

In addition to his military duties, Lieutenant-Colonel Pulvertaft has rendered valuable aid to the British Council in Egypt under whose ægis he has given

a series of lectures with highly commendable results.

Lieutenant-Colonel Pulvertaft was born in Dublin.

Major John Samuel Kingston, Royal Army Veterinary Corps, was made a Member of the Order of the British Empire.

Major Kingston has been in Manipur Road since the commencement there of this base; during a part of this time he has worked single-handed, and has carried out the duties of Deputy Assistant Director of Veterinary Surgery, Lines of Communication, in addition to his own work as Officer Commanding 6 Veterinary Hospital.

It is entirely due to Major Kingston's untiring energy and devotion to duty that the veterinary hospital was successfully established, and carried on so

efficiently in the most trying circumstances.

Major Kingston was born in Drimoleague, Cork.

Major Peter Joseph May, M.B., Royal Army Medical Corps, was made a

Member of the Order of the British Empire.

As Officer Commanding a motor ambulance convoy, Major May has been responsible for the care and welfare of thousands of casualties from forward casualty clearing stations to railhead or hospital ship port. It was due to his unbounded enthusiasm that, although the distance involved was far greater than could have been anticipated, there was at no time any hitch and an even flow of casualties along the line of evacuation was always ensured. Major May's willing and intelligent co-operation with all concerned has earned the highest praise. A very high all-round standard was set by the unit, and by ensuring efficient and skilful maintenance it was at all times possible to call on 100 per cent. of his



ambulance cars for the evacuation; this is no small achievement when it is realised that these vehicles travelled over 190,000 miles in under two months.

Major May comes from Dun Laoghaire, Co. Dublin.

Captain (temporary Major) Samuel Vallis McCoy, Indian Armoured Corps, was made a Member of the Order of the British Empire.

Major McCoy formed the Indian Long Range Scouts in January 1942, as a unit modelled on the Long Range Desert Group, but composed almost entirely

of Indian personnel.

His task was one of great difficulty, as it was necessary to train Indians to be really good drivers and wireless operators, and to navigate. He also had to teach them desert craft, and other subjects which Long Range Desert Group personnel had taken 18 months to learn by practical experience.

In May 1942 two Indian Long Range Patrols were attached to the Long Range Desert Group for operational experience, and their thoroughly efficient methods demonstrated the excellence of the training given them by Major McCoy.

In October 1942 the whole of the Indian Long Range Scouts came under a command Long Range Desert Group, since when its patrols have been operating on similar tasks to those of Long Range Desert Group and have once more shown the excellence of their training. Major McCoy's personal example, initiative and quality of leadership have been the making of his unit, and the efficient manner with which his patrols carry out their work reflects great credit to him.

Major McCoy comes from County Waterford.

Captain John McQuaid, Royal Artillery, was made a Member of the Order of the British Empire in Jury, 1942.

Captain McQuaid comes from Dublin.

Warrant Officer Class I (Staff Sergeant-Major) Vincent Emmet Minahan, Royal Army Service Corps, was made a Member of the Order of the British Empire.

This Warrant Officer has been responsible for all clerical work in the section. Only by his exemplary devotion to duty and his complete disregard of personal consideration has it been possible for the great volume of work passing through the section to be dealt with. He has worked cheerfully and voluntarily for very long hours under very great pressure and his energy, efficiency and unceasing efforts have been an excellent example to the clerks under his control and to those with whom he has worked.

His work has been worthy of special recognition.

Sergeant-Major Minahan was born at Valencia, Co. Kerry.

Lieutenant (temporary Captain) John Joseph Hartigan, Royal Army Service Corps, was made a Member of the Order of the British Empire.

Captain J. J. Hartigan was in command of a detachment of a general

transport company, R.A.S.C.

He landed near Algiers on November 8th, with the initial assault with an infantry brigade and acted as Beach Transport Officer under a major who was the military liaison officer. From this time he worked continuously as organising transport officer, assisting a lieutenant-colonel of a base sub-area to clear the docks and establish depots at Algiers.

On November 17th he, as transport officer, lifted a battalion of U.S. infantry to the forward areas and subsequently moved a battalion of the Buffs to Lac

Oubeira.

From November 20th to December 2nd, he worked without sparing himself,

organising and clearing stores from the railway to depots at Souk Ahras.

From December 2nd to December 20th, 1942, he worked indefatigably at Souk el Arba, at times under heavy enemy air attack, organising the transport under the command of another major, who was town major, and by his untiring

energy and devotion to duty with complete disregard of personal safety inspired the personnel under his command to efforts which contributed largely to the successful working of the railheads, etc., concerned.

Lieutenant Hartigan was born in Tipperary.

Captain (temporary Major) Robert Arthur Leeson was made a Member of the Order of the British Empire.

This officer, as Assistant Provost-Marshal of a division, has been outstanding. His energy and drive are exceptional. His arrangements to control forward movement in battle have been invaluable.

/ He inspires his police with the same determination and disregard of danger

as he himself displays.

Major Leeson was born in Co. Cork.

Lieutenant (temporary Captain) Albert Victor Hoper, Royal Army Service Corps (attached Royal Indian Army Service Corps), was made a

Member of the Order of the British Empire.

"During the whole period under review, this officer was second-in-command of the unit, and as such was responsible for the administrative work of the company. After troop carrying the 51st (Highland) Division throughout the Tripoli operations this unit concentrated at Benghazi by the middle of February and was at once ordered to prepare to carry the 4th (Indian) Division. Owing to the unsparing efforts of Captain Hoper the damage and deficiencies of the previous operations were made good in under ten days and the unit was able to move off to Tobruk to carry the 7th Indian Infantry Brigade with 100 per cent, vehicles on the road. On the march from Tobruk forward, orders were received for the and Gurkha Rifles to proceed by double stages for a special mission in the forward area. As two platoons with young platoon commanders were involved, Captain Hoper volunteered to take charge of this party. I was later personally informed by the O.C. and Gurkha Rifles of the excellent work Captain Hoper had done in getting the unit forward in forced time under difficult conditions. While this infantry unit was located in Medenine carrying out intensive patrols into Matmata Hills, Captain Hoper arranged the transport detail himself, and took out some of the largest parties of vehicles carrying patrols over no-man's-land up to the Throughout the operations this officer worked unsparingly, being always ready to turn out by day or night and spending long hours on the road, locating and seeing to the welfare of detached parties of this company. Since returning to lines of communication duty he has continued to set a high example of work and efficiency, holding several training courses for N.C.O.s, etc., in addition to his normal duties."

Captain Hoper was born in Kilkenny.

Captain (temporary Major) Julius Cecil Summ, M.B., Royal Army Medical Corps, was made a Member of the Order of the British Empire.

"This officer has rendered invaluable services as my second-in-command throughout the whole period under review. The unit has on many occasions been 'strafed' from the air and bombed. Major Summ has invariably been the first to go round the leaguer completely regardless of his own personal safety to see that the patients are safe and reassure them; also to find and give medical treatment to the men of his own unit who have become casualties." Major Summ by his personal example and courage at all times has been an inspiration to the officers and men of this unit serving with a forward brigade throughout the battle since Alamein; he has been directly responsible for maintaining the morale of the unit at a high level during many difficultatimes.

Major Summ was born in Clones, Co. Monaghan.

Lieutenant Cyril Eldridge Wilkinson, Second Maritime A.A. Regiment, R.A., was awarded the Distinguished Service Cross for bravery while serving in defensively equipped merchant ships on passage to Malta.

Lieutenant Wilkinson comes from Tyrrellstown, Mulhuddert, Co. Dublin.

Captain (temporary Major) Astley John Cooper, the Cheshire Regiment

(attached Army Air Corps), was awarded the Air Force Cross.

This officer, as commanding officer of a detachment of glider pilots, had been engaged in flying gliders to North Africa. This task, which involved flying both in the face of enemy interception and in adverse weather, he performed with a high degree of courage and determination. He was the pilot and captain of one of the first gliders to be towed to North Africa and which, owing to bad weather, broke loose from its tug some 140 miles off enemy territory. With skill and resourcefulness Major Cooper alighted on the sea, and later he and his crew were rescued, when he immediately volunteered for another glider flight to North Africa.

Major Cooper was responsible for training all glider pilots engaged on this difficult tow, and set an outstanding example of courage, resourcefulness and devotion to duty. He was killed in action in July, 1943.

Major Cooper was born in Dundrum, Co. Tipperary.

Lieutenant Miles Hugh Charles MacDermot, Royal Regiment of Artillery, was awarded the Military Cross in January, 1942.

On November 25th, near Sidi Omar, the officer's troop of light A.A. guns was sited in protection of a field battery when it was attacked by 28 tanks. A very fierce engagement ensued lasting three-quarters of an hour, during which enemy gun and machine-gun fire was intense. When the tanks appeared within close range the Bofors joined in, having previously been heavily shelled. After they opened fire two of the three guns were knocked out and the detachments had heavy casualties. In spite of the intensity of the fire and the wide dispersal of his guns, Lieutenant MacDermot set a splendid example to his men, moving to each of the guns and endeavouring to get the damaged ones in action again. The efforts of his troop contributed in no small way to the defeat of the attacks.

The address of his next-of-kin is Boyle, Co. Roscommon.

Fr. Thomas Duggan was awarded the Military Cross in 1940. The immediate award was made in France by Lord Gort, Commander-in-Chief. This was the first clerical award of the war.

His coolness, energy, courage and example were outstanding. He helped to maintain morale when the regimental aid post at Moeras was heavily shelled and

was full of wounded.

Fr. Duggan is an M.A. and a Licentiate in Sacred Theology of Cork. He served as a chaplain in the last war, and was held a prisoner in Germany for some months. He volunteered for service at the beginning of this war, and was at first rejected because he was over age. He is a member of the staff of St. Finbarr's College, Cork.

Rev. Richard Newcombe Craig was awarded the Military Cross in 1940. This was the third clerical award of this war.

On May 23rd, 1940, he arrived at Calais, when it had already been menaced by the enemy, being under continual bombing and shellfire. He declined to embark for England, and in view of the shortage of Medical Officers he voluntarily established an Aid Post with straggler personnel near Calais Docks station. Here, without a medical officer for three days, he organised the dressing and evacuation of some 300 wounded who otherwise might have been without care. On the afternoon of May 25th he learned that six badly wounded men were lying on the dunes, under enemy sniping fire, unable to get away. Without hesitation he called for four volunteers, drove an ambulance himself to the spot nearby, and with his volunteers crawled to the men, and rescued them all, driving back under fire. All six wounded were dressed and placed on a ship under the direction of this very gallant chaplain.

The Rev. R. N. Craig was born in Dublin.

Major H. S. Philipotts, Infantry Brigade, was awarded the Military Cross. The address of his next-of-kin is Russellstown Park, Carlow.

Lieutenant Robert Francis Fairweather, the Rifle Brigade (Prince Consort's Own), was awarded the Military Cross.

This officer was in command of a carrier platoon of a company of the Rifle Brigade in the advance from Djebel Rihane, starting on April 22nd, 1943.

On April 24th the Lancers Regimental Group which the platoon was in, was held up by heavy anti-tank fire from anti-tank guns and tanks on the reverse side of a hill.

Lieutenant Fairweather went forward on patrol with his carriers and when his carriers could go no farther, he went on his feet and brought back accurate information as to the exact location and types of fourteen enemy tanks which were in three different packets, and two enemy anti-tank guns, all on the reverse slope of the feature on which the Regimental Group was held up. On this a plan was made and an attack launched which succeeded in knocking out ten of twelve enemy tanks without loss to ourselves.

During the same operations, Lieutenant Fairweather carried out several other patrols locating enemy armour. In spite of his carriers being subjected to very heavy shelling and bombing, his leadership and disregard for personal safety were an example to his men at all times and reports from his reconnaissance patrols

were of vital value to the operation's successful accomplishment.

Lieutenant Fairweather was born in Clonroche, Co. Wexford.

Lieutenant-Colonel (acting Colonel) Arthur Beveridge, O.B.E., M.C., Royal Army Medical Corps, was awarded the Norwegian Military Cross and Sword of King Haakon for bravery and devotion to duty during the Norwegian campaign.

Colonel Beveridge comes from Dublin.

Second-Lieutenant George Edward Pinsent Fawcett, Royal Regiment of Artillery, was awarded the Military Cross.

On January 31st, 1942, Second-Lieutenant Fawcett was in command of a troop of Bofors providing anti-aircraft defence of a field-gun position near Carmusa which was assisting in covering the withdrawal of our main forces from the Martuba area. A strong enemy column attacked the position, and enemy infantry succeeded in surprising and overwhelming the field-gun position. Second-Lieutenant Fawcett, with great coolness and presence of mind, succeeded in disengaging two of his guns and placed them in action to cover the withdrawal of the vehicles which had managed to avoid encirclement. The gun on which he positioned himself was subjected to heavy fire from an anti-tank gun, but due to his determination and cheerful encouragement the gun continued to bring fire to bear on the enemy. This gun alone fought a rearguard action which delayed the enemy lorried infantry, and caused them to call up their anti-tank gun. The delay, though of short duration, enabled the rest of the field battery and other vehicles to get clear. Second-Lieutenant Fawcett himself took the most exposed duty at the gun. When the gun tractor was put out of action and the eventual capture of the gun became a certainty, he ordered the men to make their escape and, with calm deliberation in the face of heavy machine-gun and rifle fire, disabled his gun and took the breech away, burying this at a distance from the gun. He made his own way through the enemy lines and after three days succeeded in making his escape, together with three Indian soldiers whom he picked up, after a journey on foot of some 80 miles. Throughout this action Second-Lieutenant Fawcett showed great resourcefulness and devotion to duty, and due to his inspiring courage and determination undoubtedly saved the greater part of his troop from capture.

Second-Lieutenant Fawcett was born in Roscrea, Co. Tipperary.

Lieutenant James Kirkpatrick, Royal Regiment of Artillery, was awarded the Military Cross.

This officer has commanded his troop without a break since the Battle of Egypt started on October 23rd, 1942, with notable success, ability and courage.

Despite the fact that his transport was at times far from good and although operating with a very mobile formation over the most difficult country, he never failed to keep his three guns up with the battery he was protecting.

achieved by his determination, energy and ingenuity.

On three occasions his troop was badly "strafed" by Me. 109s and suffered severe casualties (in one of these attacks he had two men killed and ten wounded out of a total strength of 33) and on several occasions his troop was under heavy shellfire. But at all times, by his example and personal disregard of danger, he held his men together and maintained their high morale.

Since October 23rd, 1942, this officer's troop has destroyed at least six enemy aircraft for certain. On December 30th, 1942, at Bir el Ziden they shot

down two Ju. 87s and one Me. 109.

Lieutenant Kirkpatrick was born in Dublin.

Lieutenant David John Richard Ker, Coldstream Guards, was awarded

the Military Cross.

At Wadi Bou Remli on the night of March 16th-17th, 1943, Lieutenant Ker was in command of a troop of anti-tank guns which was attached to a rifle company. The company came under very heavy fire and became split up. Lieutenant Ker immediately rallied as many men as possible and, urging them on by voice, led an attack on a strong enemy position, in the face of very heavy mortar and machine-gun fire.

He showed a fine power of leadership, and his superb courage and disregard

of his own safety were an inspiration to the whole company.

Lieutenant Ker was born in Eire.

Captain Kelvin Francis Patton, Royal Army Medical Corps, was awarded the Military Cross.

During the break through the enemy line towards El Hamma by an armoured division at first light on March 27th, 1943, the rear of the column

was attacked by 10 enemy tanks at close range. Despite experiencing a broken ankle as a result of a fall from a portee, Captain Patton tended to, and evacuated, all wounded from the scene of action in face of very heavy and accurate shellfire and machine-gun fire from the

enemy tanks.

During the approximate 30 minutes of the action, this officer not only showed complete disregard for his own personal safety, but also a very high standard of devotion to duty.

Captain Patton was born in Mullingar.

Lieutenant Francis Murphy Eastwood, the Welsh Guards, was awarded

the Military Cross.

On April 9th, 1943, in the attack on Dj Aine el Rhorab, Lieutenant Eastwood was commanding a platoon of 4 Company. He led his platoon through heavy close-range machine-gun fire with great coolness and courage. During the advance he was twice wounded, but carried on until his objectives had been captured.

Lieutenant Eastwood was born in Dublin.

Captain (temporary Major) Herbert Noel Wallace, the East Yorkshire

Regiment (the Duke of York's Own), was awarded the Military Cross.

During March 23rd, 1943, Major Wallace was in command of a battalion of the East Yorkshire Regiment which was holding a forward sector of the captured enemy locality of Ksiba Quest. During the day the locality was attacked twice

by infantry and several times by tanks and was subjected to repeated and heavy shelling. Major Wallace displayed great courage and resource in dealing with several difficult situations. On one occasion a party of infantry penetrated the trench system of the defences; he immediately organised a counter-attack which successfully threw the enemy out. On another occasion, when orders were received to withdraw the garrison, Major Wallace was ordered to lead and direct the withdrawal through enemy positions. This he did with great skill and coolness, leading the force through an enemy minefield containing antipersonnel mines and through fierce artillery and machine-gun fire with but slight casualties. Throughout the entire operation Major Wallace was a splendid example and inspiration to his men. He remained cool and cheerful when the situation was most serious, and it was to a great extent due to his effort that the defence remained unbroken and the withdrawal was successfully carried out.

Major Wallace was born in Dublin.

Captain (temporary Major) Terence Reginald Wilson, M.B., Royal

Army Medical Corps, was awarded the Military Cross.

This officer established an Advanced Dressing Station in a gulley on February 27th, 1942. This station is still in position. He was responsible for evacuation of casualties from the area around St. de Ksar Mezouar, and the high ground north and north-west of it.

During this time he has handled his company with consummate skill, maintaining a close liaison with regimental aid posts and taking over responsibility from the regimental aid posts when they, of necessity, had ceased to function. He has inspired his men with zeal and devotion which has taken them beyond their normal role and pushed them forward to the limit of endurance with one intention, to get the wounded off the ground at all costs, and back quickly to skilled surgical hands.

On the night March 4th-5th, 1943, he organised three of his stretcher squads to go forward to positions still held by a few platoons. These squads took up rations with them on open stretchers for the infantry and brought back casualties on the

He has perfected his system of evacuation so well from that ground and has disposed his squads so well tactically, including a continuous staffing of the tunnel at St. de Ksar Mezouar, that all casualties recoverable from our lines on that sector have been back at Beja on the operating table in three to four hours, a factor which has undoubtedly saved the lives and limbs of many badly wounded men and which has only been achieved by constant and tireless devotion to duty, carried out at times in face of heavy mortar and shell fire.

Major Wilson was born in Dublin.

Captain (temporary Major) George Leslie Crocker, the Royal Inniskilling Fusiliers, was awarded the Military Cross.

On August 2nd, 1943, Major Crocker was ordered to take his company into the fortress town of Centuripe.

After leading his company up an almost vertical cliff under heavy cross machine-gun fire, he then organised it at the summit, still under fire, with complete disregard for his personal safety, and led it into the centre of the town, where it encountered an equal number of a German parachute unit.

In the ensuing hand-to-hand fighting Major Crocker continued to display

conspicuous gallantry and leadership and conducted the battle with the greatest skill. Although wounded and suffering from loss of blood he refused to leave his company and remained with it through the night, during which the enemy

withdrew.

Major Crocker was born in Cork.

Lieutenant (temporary Captain) Harry Charles Neil Maxwell Oulton, Royal Horse Artillery, was awarded the Military Cross.

On September 28th, 1943, Captain Oulton's regiment in support of an infantry group was ordered to capture and secure the river crossing in the River



Sarno. The enemy was encountered in the act of preparing the Scafati Bridge for demolition. Captain Oulton took prominent part in the fighting for the bridge, using both 25-pounders and a machine-gun. On continuing with the landing elements he came under heavy machine-gun and 75-mm. fire from German tanks at 300 yards range. He established an observation post in a house and came under heavy mortar fire, one shell of which killed his signaller and others landed in his post two feet away from him. He continued to observe for some time until ordered to withdraw. His initiative and courage contributed largely to the capture and consolidation of the bridgehead.

Captain Oulton comes from Dublin.

Lieutenant Eric John Davies, the South Staffordshire Regiment, was

awarded the Military Cross.

This officer's glider crashed into the sea off Sicily on the night of July 9th, 1943. Although the glider was several miles from the coast, Lieutenant Davies kept his party together and paddled the glider towards the shore until an Italian motor launch came out and took them aboard as prisoners.

Lieutenant Davies was taken to Capua, from which prison camp he made two attempts to escape, one of which involved digging a tunnel 40 feet long with

bare hands.

He was then moved back to another camp. On September 8th, 1943, the Italians surrendered, and the camp was to be taken over by the Germans. Lieutenant Davies and several other officers decided to make a dash for it, and Lieutenant Davies was elected the leader. The break-out was successful in spite of German opposition, and, after a dangerous journey right through the German lines, he reached the Allies on the evening of October 18th. His perilous journey took him several weeks.

Lieutenant Davies brought back valuable information of other British and

American prisoners of war.

This officer showed courage, initiative and resource of the highest order.

Lieutenant Davies was born in Arklow.

Captain John Stuart Martin, M.B., Royal Army Medical Corps, was

awarded the Military Cross.

On August 9th, 1943, the battery was in action south of Bronte. Captain Martin was with the battery. During the evening the road between the battery position and Bronte was very heavily and accurately shelled and mortared. This road was very congested with stationary guns and vehicles, and Captain Martin, realising that there were likely to be casualties, immediately proceeded to the place which was being most heavily shelled. A vehicle had been hit and there were a number of casualties, making it very dangerous to remain in the open.

Captain Martin was quite undaunted by this heavy shellfire and attended

to the wounded men without regard for his personal safety.

By his brave action he undoubtedly saved some lives and his example had a steadying effect on all around him.

Captain Martin was born in Robinstown, Co. Meath.

Captain Stephen Martin Patrick Conway, Royal Army Medical Corps, was awarded the Military Cross at El Alamein.

On the morning of October 28th, 1942, the position to which we had advanced during the night was the object of heavy and intense enemy shellfire and numerous casualties were caused. For more than three hours Captain Conway made unceasing journeys rendering aid to wounded personnel in that locality. All ranks were forced by this shellfire to take cover either in their tanks or dug positions, but Captain Conway, without a thought for his personal safety, continued to carry out his duty even to the extent of visiting areas where casualties might have occurred. His coolness and courage were an example to all.

Captain Conway was born in Dublin.

Captain Alfred Denis Parsons, M.B., Royal Army Medical Corps, was

awarded the Military Cross.

Captain A. D. Parsons is a medical officer attached to the Buffs. Throughout a period of almost continuous action, from early August, 1942, to March, 1943, the personal bravery and determined initiative of this officer have been responsible for the saving of a great many lives. On every occasion he was to be found at the spot where casualties were most likely to occur, and it is due to his complete disregard of danger, the calm skill and speed of his work, and his devotion to duty under fire that so many men owe their lives. The following are but a few examples of his consistent behaviour.

On the morning of October 24th, 1943, he was with a company of Buffs behind the Miteiriya Ridge in a position which had just been captured by New Zealand battalions. A number of the New Zealanders had been lying for most of the night with severe wounds almost untreated. Under continuous shell and mortar fire, Captain Parsons collected about a dozen severely wounded men from an area exposed to direct small-arms fire in the middle of a minefield. He would not have failed in his duty had he devoted himself to casualties nearer at hand and less exposed to fire. Throughout the twelve days of the Alamein battle he repeatedly recovered wounded men from forward slopes under fire, who must otherwise have lost their lives.

On January 19th, south of Tarhuna under heavy shellfire, a General was severely wounded. Captain Parsons at the time was characteristically returning in his jeep with a badly wounded man from the most shelled area, but on being informed he put the man in an ambulance and under continued fire went to the General, and there is little doubt that his calm skill saved a valuable life.

Again on the morning of January 22nd, in the Tarhuna pass at a time when four men had just been killed by close-range heavy mortar fire, after dressing several wounds Captain Parsons crawled out on to a forward slope under direct

fire to rescue a man believed to be alive.

West of Zavia on January 25th, 1943, his work under very heavy shelling

while others were taking cover again saved several lives.

It is in fact not possible to speak too highly of the sustained and unselfish courage of this officer in saving life throughout eight months of nearly continuous periods of action.

Captain Parsons was born in Athlone, and his home is in Greystones, Co.

Wicklow.

Lieutenant John Graham Lord, M.B., Royal Army Medical Corps, was

awarded the Military Cross.

On May 29th, 1940, when one of our anti-tank guns was in action near his Aid Post, engaging advancing enemy tanks, Lieutenant Lord displayed courage and devotion to duty of a very high order. In the ensuing action, while fighting at very close range, the anti-tank gun was gradually overcome by superior numbers and all the gun crew hit.

Lieutenant Lord attended to each casualty at the gun position as it occurred, under heavy fire, treated them at his Aid Post and eventually got the wounded

away in his truck under heavy machine-gun fire.

Lieutenant Lord comes from Mullingar.

Lieutenant (temporary Captain) Patrick Michael Mordaunt, Infantry,

was awarded the Military Cross.

On the night of October 14th-15th, 1943, Captain Mordaunt's company was ordered to carry out an attack on a position some 800 yards north of the Volturno. This attack was unopposed, and he was therefore ordered to advance to a line of the canal three miles farther on. His company carried out this advance and took a position the other side of the canal. At dawn they were heavily shelled and counter-attacked by infantry and a tank at very close quarters.



A company was then sent up to support them and was so heavily mortared that it had to withdraw. A further company was unable to get within two miles of Captain Mordaunt's position, so that he was left in complete isolation and in grave danger of envelopment by the enemy.

In spite of this Captain Mordaunt held on to his position until the C.O. of his battalion was able to re-group at nightfall. During the night Captain Mordaunt's company was again heavily counter-attacked, but he did not withdraw his company behind the canal until his position had become quite untenable and his Commanding Officer was satisfied that the remainder of the battalion positions were secure. When he did eventually withdraw across the canal in the face of heavy enemy opposition, Captain Mordaunt personally supervised the withdrawal, which was carried out in excellent manner. Throughout this action Captain Mordaunt's courage and complete disregard for his own safety were a stirring example to his men.

Captain Mordaunt was born in Kildare, and his home is in Dublin.

Captain (temporary Major) Patrick Joseph Proctor, Infantry (since killed in action).

At Termoli on October 6th, 1943, Major Proctor was in command of a company partaking in a battalion attack with a squadron of tanks on enemy positions on the high ground north of San Giacomo and along the road leading from that point towards Termoli. His company was moving in rear at the beginning of the attack but when the forward companies were temporarily held up Major Proctor at once moved forward on his own initiative up the right flank. Advancing very rapidly in close co-operation with the tanks he moved his company into a brick factory which was the first objective. This advance was made in the teeth of fierce opposition from enemy tanks and infantry, but so rapid was it that the enemy were thrown off their guard and the strong-point in the factory was not seriously defended.

After a brief reorganisation the advance was resumed with his company still leading. Opposition from enemy tanks and machine-guns was encountered but rapidly overcome, and by 1530 hours the final objective was gained and the enemy driven off leaving several wounded prisoners in our hands.

Major Proctor's work was consistently of a high order. His leadership and personal example instilled a high morale in his company, and his sound judgment was responsible for many successful actions in the field.

Major Proctor has since been killed in action; his home was in Rathmullan, Co. Donegal.

Captain (temporary Major) Laurence Owen Michael Meade, the Royal Inniskilling Fusiliers, was awarded the Military Cross.

During the battle of Catania on July 18th-19th, 1943, Major Meade displayed a very high level of personal courage and leadership. His tenacity and activity in moving round his area encouraging his men were largely responsible for the defeat of the enemy attacks over a period of eight hours' bitter and confused fighting.

In very hard fighting against German tanks and infantry, Major Meade handled his company with outstanding ability. Several times both his flanks were penetrated and his calmness and courage in the very difficult and critical situation were most noticeable. He was wounded while personally leading a platoon, which was placed under his command, into position.

His personal courage and energy were exceptional. He was wounded in the shoulder by a burst of machine-gun fire but retained his cheerfulness while having the wound dressed, refusing to leave his company until it was decided he was physically unfit from loss of blood to remain on his feet.

Major Meade was born in Dublin.

Captain Basil Ernest West Aldwell, M.B., Royal Army Medical Corps,

was awarded the Military Cross.

Captain Aldwell, during the period of the Sicilian campaign, as medical officer of his regiment, has shown a complete disregard for personal safety in his efforts to give the earliest possible attention to battle casualties. In particular, on July 13th, 1943, he worked in the open under enemy fire for long periods. On July 20th, when the battalion had reached a very exposed position after a night attack in the Cardone area, which could only be reached by moving across open country, Captain Aldwell, although himself hit by a piece of shrapnel, came forward in daylight to the battalion forward defence lines and brought additional stretcher bearers and some badly needed water. He continued to work in this area until another medical officer was able to relieve him to have his wound attended. On all occasions his firm determination and personal courage have contributed much to the morale of the troops, and sustained their confidence in the quick treatment and evacuation of casualties.

Captain Aldwell comes from Dublin.

Lieutenant (temporary Captain) (Acting Major) Joseph Fitzgerald,

Infantry, was awarded the Military Cross.

This officer was commanding "F" Company in a two-company attack to secure a bridgehead over the River Simeto on the afternoon of August 5th, 1943. He led his company with great dash and gallantry throughout the attack. Some disorganisation was apparent after the bridgehead had been gained owing to the activity of enemy snipers and loss of officers and N.C.O.s during the attack. It was at this point that Major Fitzgerald, realising that the position might become serious, took charge and with great coolness and efficiency directed the reorganisation of the two companies, ensuring complete success of the operation. His personal courage and disregard for personal safety were of the highest order.

Major Fitzgerald has since been killed in action. His home was in Swords,

Co. Dublin.

Lieutenant John Ormsby McCormick, Royal Corps of Signals, was

awarded the Military Cross.

Lieutenant McCormick was with the forward troops during the attack on the Djebel Er Roumana on April 6th, 1943. On the way forward from the start line the vehicle used by him received a direct hit from a shell. He immediately returned, personally brought forward another vehicle and succeeded in establishing a forward signal centre under most trying conditions. Throughout the whole of the day the area was subjected to continuous shelling, mortar and machine-gun fire with the result that the signal lines were continuously cut, but this officer again and again personally supervised the maintenance and extension of the communications, frequently accompanying forward patrols for this purpose. The almost uninterrupted flow of information received owing to this officer's coolness under heavy and accurate fire was of the utmost value to all concerned. His work was of exceptional value and his courage under fire a great inspiration and fine example to all those under him.

Lieutenant McCormick comes from Blackrock, Co. Dublin.

Lieutenant Thomas Reynolds, the King's Own Yorkshire Light Infantry,

was awarded the Military Cross.

During an attack on a feature known as Sidi Barka near Bou Arada on the 'morning of April 22nd, 1943, Lieutenant Reynolds was acting as second-incommand "B" company. When it became light, the company came under heavy mortar fire and machine-gun fire. This was on the slopes of the Saddle and close to the enemy observation post which was directing the fire.

The company commander (who was later killed) called for a repeat of artillery concentration. Shells fell short, and Lieutenant Reynolds was told to start to withdraw the company to a position slightly in the rear. Just then the company commander was killed. Lieutenant Reynolds at once assumed

control. Exposed to fire he moved about among the company and directed the withdrawal to a safer position. By his leadership and personal courage he was able to control this withdrawal and then directed the platoons into the new position. He showed disregard for his own personal safety so that his men should be able to receive the order to withdraw. Throughout the rest of the day when exposed to sniping and sporadic mortar fire he kept the men with him together and only withdrew when ordered to do so under cover of darkness.

Lieutenant Reynolds was born in Dublin.

Captain (temporary Major) Anthony Desmond Rex Wingfield, Royal Armoured Corps (Hussars), was awarded the Military Cross for conspicuous gallantry and leadership in action.

Major Wingfield was commanding the leading squadron of his regiment in the action with the enemy north-west of Saunnu on January 23rd, 1942. The squadron was attacked by 12 German tanks from the left, and simultaneously enemy anti-tank guns opened fire at short range on his right flank. With skilful use of smoke and by brilliant handling of his squadron, Major Wingfield not only extracted his squadron from a delicate position, but by his initiative overran and destroyed several anti-tank guns and killed their crews. He subsequently engaged the enemy tanks, which were forced to withdraw after several had been hit. Later, he personally returned in his own tank under fire and collected the crews and the wounded of his disabled tanks. No praise can be too high for this officer's outstanding courage, leadership and devotion to duty.

Major Wingfield was born in Dublin.

Captain Aiden Asquith Byrne, Royal Army Medical Corps, was awarded the Military Cross.

On the night of June 14th, 1942, this officer proceeded with his section and an ambulance car with an infantry column in an endeavour to break through the enemy lines to the west of the Brigade "box."

Emerging through the "Stanley Gap," which was then under heavy shell-fire, the section under Captain Byrne picked up and attended to wounded occasioned by the shelling and they were placed on the ambulance car which accompanied the section.

Soon after this the ambulance car ran on to one of our own minefields in the dark. Captain Byrne, who was travelling on another vehicle, immediately went on to the minefield and assisted in extricating the patients from the vehicle, and he then marked a way out of the minefield along which patients could be brought, and led them to safety.

Captain Byrne was born in Dublin.

Captain (temporary Major) Noel Patrick McDonald, Royal Tank Regiment, Royal Armoured Corps, was awarded the Military Cross.

This officer, on October 27th, 1942, while commanding his squadron in its first action showed outstanding bravery and fine leadership through four days and nights of arduous operations.

Having lost three tanks on a minefield under heavy artillery and anti-tank fire he led his tanks on to engage successfully enemy tanks and two 88-mm. guns. He continued to engage them until another squadron came in on the left flank. His tank then was hit and commenced to lose oil. With only eight rounds of ammunition left, he withdrew to a fresh position, refilled it under fire and resumed operations from another position, having accounted for three enemy tanks and two 50-mm. anti-tank guns. He later personally supervised the recovery of his three damaged tanks in the face of the enemy.

Major McDonald was born in Dublin.

The Reverend Worral Reginald Leadbeater, Chaplain to the Forces, Fourth Class, Royal Army Chaplains' Department, was awarded the Military Gross.

During an attack on March 16th-17th, 1943, the battalion to which this officer was attached suffered extremely heavy casualties in concentrated minefields. The padre undertook the duty of collecting wounded both in darkness and daylight from the mined areas. He carried out his self-imposed task with complete disregard for his personal safety and with the utmost bravery, being undoubtedly responsible for the saving of many lives which otherwise must have been lost, and mitigating the sufferings of the wounded.

Some days later the Reverend Leadbeater directed the removal of our dead from the minefields and again his inspiring example, energy and personality were largely responsible for the completion of this most dangerous and distasteful task.

In proof of the thickness of the minefield it should be noted that some 720

mines were lifted in order to remove 69 bodies from the mined areas.

The Reverend Leadbeater comes from Dublin.

Captain Desmond Victor Wakely Wakely, the Dorsetshire Regiment, was

awarded the Military Cross.

On July 29th, 1943, outside Agira the company commanded by Captain Wakely was ordered to secure a position astride the main Agira-Regalbuto road. On approaching the position fire was opened on this company from positions along the main road. By skilful manœuvring Captain Wakely disposed his company in such a way that an assault was possible and himself leading forward the reserve platoon succeeded in capturing the position. Later the enemy counter-attacked twice supported by tanks. Both attacks were driven off with heavy losses to the enemy, and the position was held. Throughout this action Captain Wakely was always in the forefront of the fighting, directing fire himself

and showing the utmost disregard for his own personal safety.

On July 30th, 1943, near Regalbuto, Captain Wakely's company carried out a daylight attack on a dominating feature overlooking the main Regalbuto road. The attack was made up a very steep gradient which was subjected to heavy enemy mortar fire. Enemy machine-gun positions were sited on the reverse slope. Captain Wakely led his company with such skill that the crest of the feature was gained with few casualties and in very quick time. Once on the crest heavy machine-gun fire was opened on the company from the enemy positions on the reverse slope, causing several casualties. Captain Wakely immediately reorganised his company and with great personal dash and leadership accounted for the enemy post holding up his advance. The position was finally captured and held in spite of two determined counter-attacks. Captain Wakely again showed courage and leadership of the highest order and inspired all those under his command.

Captain Wakely was born in Eire.

Lieutenant (temporary Captain) Thomas Michael O'Connor, Royal

Army Service Corps, was awarded the Military Cross.

On January 15th, 1943, at approximately 1400 hours and prior to the launching of the attack on Tripoli, Captain O'Connor proceeded under orders to make a reconnaissance of a track which would have greatly helped to shorten the route of evacuation of the wounded from the Highland Division, over badly cut up tracks. On reaching the subsidiary main road about three miles west of Buerat the car struck a mine, and this officer and his driver were blown through the roof. Fortunately, though unconscious, neither was badly injured. On regaining consciousness, Captain O'Connor walked four miles to obtain assistance for his driver. Both were eventually evacuated to the Casualty Clearing Station. Captain O'Connor refused to stay in hospital. He insisted on returning to his duties with the Highland Division, where, as a result of his reconnaissance, he was able to bring the wounded in safely to the Casualty Clearing Station. During the advance he continued to lead his section in an exemplary manner, over-

coming by his resolution extreme difficulties on the long line of evacuation, so

saving many lives and much suffering.

His dogged pluck in fetching assistance and devotion to duty were beyond praise and resulted in the satisfactory evacuation of a large number of casualties to Field Ambulances and Casualty Clearing Stations.

Captain O'Connor was born at Arklow, Co. Wicklow.

Lieutenant (temporary Captain) Robert Jacob Griffiths, Royal Armoured Corps, was awarded the Military Cross.

On February 28th, 1943, part of a squadron were returning to take up their positions at first light, when the squadron leader's tank was knocked out. Captain Griffiths, who had been delayed on the way owing to a broken-down vehicle, arrived shortly afterwards, and very coolly and competently organised the defence of this vital area. He remained in command until March 5th, and during this

period was responsible for holding the position by day and night.

On the morning of March 1st six enemy tanks were subjected to artillery fire: one was immobilised and all abandoned by their crews. Captain Griffiths went out on foot and entered one of these tanks. He brought back information on which an operation for the complete destruction of the tanks was organised and successfully carried out. Captain Griffiths displayed marked powers of leadership and initiative. The position was frequently under fire and Captain Griffiths went out many times on foot to locate the enemy guns and to secure valuable information of enemy tanks and infantry movements.

Captain Griffiths played a very valuable part in the stopping of the tank thrust

on Beia.

He comes from Blackrock, Co. Dublin.

Lieutenant James Benjamin Duncan Irwin, The Rifle Brigade (Prince

Consort's Own), was awarded the Military Cross.

Lieutenant Irwin was commander of a troop of 6-pounder anti-tank guns in the Snipe position on October 26th and 27th, 1942. His troop was ordered to take up position on the northern flank. This flank was attacked by tanks once during the night and four times during the day; on each occasion Lieutenant Irwin's troop repelled the attacks with losses to the enemy. Lieutenant Irwin went from gun to gun encouraging his men and when one gun was knocked out supervised the removal of wounded and the redistribution of ammunition under heavy In the final attack by 50-60 German tanks at 1700 hours Lieutenant Irwin's troop had only 20 rounds left. He ordered his guns to hold their fire. When the nearest were only 100-200 yards away he gave orders to fire, setting four tanks on fire and helping to turn the attack. Under this officer's cool leadership his troop accounted for 19 enemy tanks burnt and other vehicles hit during the action. His courage was of the highest order. He was killed in action in April, 1943.

Lieutenant Irwin came from Moyard, Co. Galway.

Lieutenant (acting Captain) Robert Ringrose Gelston Atkins, Royal Regiment of Artillery (since killed in action), was awarded the Military Cross.

On January 21st, 1943, Captain R. R. G. Atkins was Forward Observation Officer with the leading troop of a battalion of the London Irish Rifles, when

the platoon was attacking some hills North of Bou Arada.

Throughout the day this officer performed his duties with outstanding gallantry. At one period in the action, he found himself in a nullah with a platoon of the London Irish Rifles who had lost their officers and senior noncommissioned officers, and were being subjected to accurate and destructive mortar fire.

Captain Atkins immediately took charge, exposing himself, regardless of danger, to locate the mortar—putting heavy fire on it, and laying a smoke screen

in order that the wounded could be evacuated.

Throughout the action, Captain Atkins showed determination, skill and resource, in addition to great devotion to duty.

Captain Atkins was born in Dublin.

Lieutenant (temporary Captain) Patrick James Keogh, the Gordon

Highlanders, was awarded the Military Cross.

On July 17th, 1943, during the rapid advance towards the enemy's outposts in the Catania Plain, this officer's company was ordered to secure the line of the Ramacca road. Captain Keogh was leading his men across 2,000 yards of exposed country upon which a rain of enemy shells was falling. Soon after starting off Captain Keogh was severely wounded, and, missing their commander, the company began to lose direction. Realising that if this continued his company would become disorganised and might fail to reach its objective, Captain Keogh called orders and instructions as he lay on the ground, steadying and inspiring his men as long as they were within range of his voice. As a result the advance was resumed and the objective reached. Only then did Captain Keogh allow himself to be lifted and carried from the battlefield by the stretcher bearers.

This officer's single-minded devotion to duty was in the highest tradition of

his regiment.

Captain Keogh was born in Dublin.

Lieutenant (temporary Captain) A. C. Doyle, Royal Tank Regiment,

was awarded the Military Cross in 1942.
On November 20th, 1941, at Gabr Taieb el Essem, Captain Doyle, in spite of his flank being exposed, units on either side having been forced to withdraw, held his position and checked the enemy advance. Throughout a very intense engagement he showed the highest courage and exceptionally cool leadership. In addition, at Abier En Nheidat on November 29th, Captain Doyle, by clever and courageous guidance, manœuvred his squadron into a position from which at practically point-blank range he engaged and destroyed 16 enemy tanks without loss to himself. This successful action was undoubtedly due to his quick appreciation and personal leadership.

Captain Doyle's home is at Baily, Co. Dublin.

Lieutenant (temporary Captain) William Edwards Maynard Anderson,

Royal Regiment of Artillery, was awarded the Military Cross.

This officer accompanied his battery commander on the initial reconnaissance of the town of Bizerta at dawn on May 8th. He subsequently made a detailed reconnaissance of individual gun positions. On the arrival of a major, he carried him as a pillion passenger through the area.

During the greater part of this period, Captain Anderson was subjected to

intermittent shell, cannon and small-arms fire.

Having deployed his guns, he personally directed the fire of two of his guns on to enemy sniper posts and gun positions, and successfully silenced them.

Later, on being informed that three of his guns were sted on minefields, he

personally supervised their withdrawal.

One of his guns, which was under direct observation of the enemy, could not be withdrawn and Captain Anderson personally conveyed supplies to the detachment and remained with them throughout the night of May 8th-9th, 1943.

Captain Anderson displayed great courage and leadership throughout the whole morning and, by the resolute manner in which he directed the fire of his guns on to ground targets, contributed greatly to the rapid cessation of enemy opposition, both within the town and on the southern banks of the Goulet.

Captain Anderson was born in Dublin.

Lieutenant (acting Captain) Desmond Kerr McCaldin, the Inniskilling Fusiliers, was awarded the Military Cross.

On February 24th, 1943, Captain McCaldin led a platoon attack. Artillery fire had put out of action three machine-gun posts, but a fourth remained. This officer advanced on this himself, silencing it with a Tommy-gun at short range. There were two members of the crew, who were both killed.

He then led the platoon on, capturing eight prisoners and killing between

20 and 30 enemy.

Captain McCaldin comes from Monaghan.

Lieutenant (temporary Captain) Denis Johnstone Coulson, Royal Tank Regiment, Royal Armoured Corps, was awarded the Military Cross

in February, 1942.

On November 29th, 1941, a convoy of 250 supply vehicles had to be taken to a Brigade in the Sidi Rezegh position. The convoy moved at night and had to pass through the line of enemy posts south of Trigh Capuzzo. Captain Coulson guided them past successfully and carried out an extremely difficult piece of navigation. It was essential for the convoy to cross the Sidi Rezegh ridge at one point where there was a track. The convoy started over 20 miles from this point, to which Captain Coulson accurately directed it. Any mistake on his part would probably have resulted in the extremely valuable and essential convoy falling into enemy hands. During the whole operation this officer carried out many dangerous and important tasks as Liaison Officer with coolness and courage.

Captain Coulson's home is at Stillorgan, Co. Dublin.

Lieutenant Reginald Kilner Brasier Hitchcock, Royal Armoured Corps

(Dragoon Guards), was awarded the Military Cross. In the vicinity of Msus on January 23rd, 1942, Divisional Headquarters was being pursued by a considerable number of enemy tanks. Lieutenant Hitchcock, who was in charge of Divisional Headquarters protectional troops, was ordered to engage the enemy tanks; this he did immediately with three tanks, knocking out one belonging to the enemy. He then overran a number of enemy anti-tank guns in a neighbouring wadi, destroying several and killing the crews.

This officer displayed initiative, ability and courage in engaging and inflicting considerable casualties to superior enemy forces, without loss to his own troops.

Lieutenant Hitchcock was born at Greystones, Co. Wicklow.

Sergeant C. Kelly, Royal Inniskilling Fusiliers, was awarded the Distinguished Conduct Medal.

The address of his next-of-kin is Bray, Co. Wicklow.

Corporal P. Conion, Rifle Brigade, was awarded the Distinguished Conduct Medal.

The address of his next-of-kin is Carrick, Co. Waterford.

Acting Sergeant P. Cleere, Hussars Regiment, was awarded the Distinguished Conduct Medal.

The address of his next-of-kin is Knocktopher, Kilkenny.

Guardsman Michael Patrick O'Shea, Irish Guards, was awarded the

Distinguished Conduct Medal in July, 1940.

During the withdrawal from Veusmoen in Norway in May, 1940, a party consisting of Irish Guardsmen and men of an Independent Company came to a fast-flowing river. O'Shea assisted the whole party of 25 across through the water by means of web straps. He then ran 25 yards downstream to rescue a man who had been carried away by the current. Farther back he carried a man of the Independent Company, who had fainted, for a mile to safety. During the whole time his unfailing courage and sound advice were an inspiration to officers and men of the party and were probably the main cause of its escape.

The address of his next-of-kin is Ballincollig, Co. Cork.

Bombardier Desmond Francis Dwyer, Royal Regiment of Artillery, was awarded the Distinguished Conduct Medal for conspicuous gallantry and devotion to duty during the enemy tank attack on El Ruweisat Ridge on July

16th, 1942.

Bombardier Dwyer was second-in-command of his gun, which was in the most forward position. During this action his gun ran short of ammunition. He walked under heavy shellfire 100 yards to the portee, carried up a box of 6-pounder ammunition and engaged the enemy tanks with only one man to load.

Later in the same action Bombardier Dwyer volunteered to go forward with his battery commander to look for a wounded officer forward of his position. Throughout the engagement Bombardier Dwyer set the detachment a fine

example of leadership and courage.

During a dive-bombing attack on El Ruweisat Ridge on the same day this bombardier's gun was damaged by a bomb. At the same time a crude oil bomb burst near the gun position. With no thought for his own safety Bombardier Dwyer moved his gun ammunition from the flames of the oil bomb and threw it clear. He worked unceasingly to save this ammunition from being blown up, which would, undoubtedly, have gravely injured the members of his gun detachment and destroyed his gun. The dive-bombers were still operating while Bombardier Dwyer was doing his job, and two more bombs landed near his position without in any way deterring him from his task.

Bombardier Dwyer was born in Dublin.

Sergeant Edward Murphy, the Loyal Regiment (North Lancashire), was awarded the Distinguished Conduct Medal.

On April 29th, 1943, Sergeant Murphy commanded a platoon when his company reinforced a regiment of Foot Guards in order to hold a position against enemy tanks and infantry attacks.

During the whole of the day Sergeant Murphy displayed great personal

courage and magnificent leadership.

The position was attacked five times by enemy infantry supported by tanks and heavy mortar fire. Again and again Sergeant Murphy, by his example and leadership, inspired his platoon to beat off the attacks. At one stage the platoon temporarily ran out of ammunition, but Sergeant Murphy, not to be outdone, hurled stones at the enemy, and his men seeing this astonishing sight again beat off an attack with stones and rifle butts.

Apart from his personal courage and tenacity, it was Sergeant Murphy's example which enabled his men to hold fast, and at no time did they yield an

inch of ground.

Sergeant Murphy was born in Dublin.

Sergeant Desmond Thomas Lynch, Irish Guards, was awarded the Distinguished Conduct Medal.

On April 27th, 1943, Sergeant Lynch's company came under very heavy fire at the start line and had considerable casualties inflicted on it. The company commander and two platoon commanders were wounded or killed and the C.S.M. killed. Sergeant Lynch looked after his wounded platoon commander and then took charge of the company or what was left of it. When the advance continued he organised his company and assaulted and gained his objective. Throughout the period of the 28th-30th when the force was being continually attacked, except for a brief period, Sergeant Lynch remained in command of his company. He was throughout an outstanding figure and his smart, soldierly appearance under the most difficult circumstances created an impression among the men, equalled only by his constant calm and bravery. The company held the west of the ridge and was continually under shell and mortar fire even when infantry attacks were not in progress. That the men never wavered under the fire was due largely to his example and, in particular, to his prompt action at the beginning. At 1100 hours, Wednesday, 28th, enemy 88-mm. guns opened



up on the west of the ridge with a violence that was as unexpected as its effects were unpleasant. Casualties were caused and some of the men badly shaken. Sergeant Lynch was at the time at Force H.Q.; without hesitation he ran up through the heavy fire to his company, held the men steady in their positions, moved a Bren gun forward, at great personal risk, to meet the first infantry assault and gave the first order to fire. The initial success gained by this sergeant in beating back the first German assault raised morale to the highest possible peak by proving conclusively by his own example that the fiercest fire could be endured and a determined attack broken by small-arms fire. This sergeant consistently showed the greatest devotion to duty, and even when half-blinded on Friday, 30th, he continued to command and encourage his rapidly dwindling company.

Sergeant Lynch was born in Dublin.

Company Quartermaster-Sergeant David Smyth, the York and Lancaster Regiment, was awarded the Distinguished Conduct Medal for

outstanding leadership and devotion to duty.

During the advance on the mine near Sedjenene on March 29th, 1943, C.Q.M.S. Smyth was with his company detailed to capture a hill feature that dominated the mine. The company succeeded in capturing the feature but during the German counter-attack all officers were either killed or wounded. C.Q.M.S. Smyth took charge, rallied the remainder and succeeded in holding the hill and stabilising the situation although the company was reduced to less than 40.

C.Q.M.S. Smyth's action and rallying power went a long way to assist in

the defeat of the Germans.

He was born in Dublin.

Private Stephen Talbot, the Buffs, was awarded the George Medal in

October, 1941.

He was called on by Corporal Wood of the Royal Sussex Regiment, who was in charge of a guard. The two men entered a minefield to rescue an injured soldier, displaying great courage, initiative, and complete disregard for their own safety.

Private Talbot was born in Dublin.

Corporal (Acting Sergeant) James Garrigan, Pioneer Corps, was

awarded the George Medal in August, 1941.

He volunteered on a night in May, 1941, to take charge of a rescue party on the site where a heavy bomb had recently exploded in Plumpton Street, Liverpool. He did most valuable work in rescuing trapped people, and carried on, though badly shaken, when another bomb landed on the site. He showed an utter disregard for his personal safety.

Corporal Garrigan was born at Enfield, Co. Meath.

Private Michael Sullivan, the Queen's Own Royal West Kent Regiment,

was awarded the Military Medal.

During the attack on Longstop Hill on April 24th, 1943, Private Sullivan's section commander was killed in the early stages of the advance. At that time, and throughout the attack, the company was under very heavy shellfire, despite which Private Sullivan rallied the section and led them forward without hesitation.

On nearing the company objective the enemy opened fire with machineguns, and Private Sullivan immediately attacked and destroyed the position.

Throughout the action his leadership and example were outstanding.

Private Sullivan was born in Clonakilty, Co. Cork.



Sergeant John Joseph Morrissey, the Royal Irish Fusiliers (Princess

Victoria's), was awarded the Military Medal.

On April 7th, 1943, after the attack on the final objective on the Jebel el Mahdi, Sergeant Morrissey was platoon sergeant of a platoon sent forward to exploit success after the capture of the hill. The platoon encountered an enemy strong-point having superior numbers. During the ensuing attack Sergeant Morrissey's platoon commander was severely wounded. In spite of this setback and the fact that the platoon was under shell and machine-gun fire from another quarter, Sergeant Morrissey led the platoon forward with bomb and bayonet and forced the enemy remaining alive to surrender.

After the action Sergeant Morrissey spent two hours under shellfire arranging

the evacuation of the wounded of both sides.

Sergeant Morrissey comes from Cashel.

Lance-Sergeant Christopher O'Dowd, Irish Guards, was awarded the Military Medal.

He comes from Shrule, Co. Galway.

Fusilier William James Newman, the Royal Inniskilling Fusiliers, was

awarded the Military Medal.

At Donbaik, Mayu Peninsula, Burma, on January 19th, 1943, the carrier driven by Fusilier Newman was damaged by enemy anti-tank gunfire on the open beach, but was able to return to its harbour. Fusilier Newman immediately volunteered to drive another carrier out on to the beach to tow in a carrier which was damaged by enemy fire and was burning. This latter carrier was in full view of the enemy and under intense fire. Fusilier Newman manœuvred his carrier into position while the tow chains were adjusted by a corporal who accompanied him; this he did on two later occasions when the tow chains parted, with the result that the carrier was saved from falling into enemy hands.

Fusilier Newman comes from Dublin.

Private Patrick Ring, the Queen's Royal Regiment (West Surrey), was awarded the Military Medal.

In North Africa in 1943, Private Ring's platoon position was attacked by strong forces of German tanks and infantry, which at times approached within 50 yards of his trench. Throughout the day Private Ring maintained constant watch on the enemy, and although under heavy fire from both machine-gun and small arms and continuous shelling, his observations were directly responsible for the accurate shellfire which was eventually brought down on to the enemy and forced them to withdraw.

At one time when he had observed movements of enemy personnel he made his way under fire to his platoon commander's position, drew some grenades and then proceeded to a position from which he could throw them at the enemy, which he did with great effect and caused casualties among them. His coolness and courage under heavy fire were exemplary and a fine example to those in his platoon.

Private Ring was born at Bandon, Co. Cork.

Guardsman Denis Hickey, Irish Guards, was awarded the Military Medal.

Guardsman Hickey was a stretcher bearer in No. 1 Company. During an attack on April 27th, across the open in daylight, he continually exposed himself and remained out in the open under the heaviest mortar fire rescuing and tending the wounded.

On reaching the place being attacked, he brought back to battalion headquarters his Company Commander, who was badly wounded, and promptly returned to the cornfields where he worked all night collecting casualties.

He rejoined the battalion in the early hours of April 28th, and throughout the following two days his services as a stretcher bearer were invaluable.

the enemy fire was heavy and all other men were in slit trenches, he was out in the open tending the wounded and carrying them to places of safety. After each counter-attack he went forward over the top to bring back the wounded.

On Friday morning, April 30th, he was helping a wounded man down the hill to comparative safety. He saw a badly wounded man of the Loyal Regiment, and after putting his first charge in safety he went to tend this wounded man. While bandaging this man, he was himself hit and so badly wounded that his leg was subsequently amputated. He was brought in among the rest of the casualties, and there he continued in spite of his own great pain to look after the other men and to encourage them by his cheerfulness.

Guardsman Hickey comes from Cork.

Private Gerald Patrick Foster, the York and Lancaster Regiment, was awarded the Military Medal for outstanding bravery.

On March 29th, 1943, during the advance north from Dj Choucha, Private Foster at all times and on every opportunity showed complete disregard for

personal safety.

He was always first to assault and went fearlessly through the woods pursuing and killing the Germans he encountered. By shouting and exciting the men with him and beating the undergrowth he sent the Germans in headlong retreat.

He showed a fine spirit of offensive and fearless action.

Private Foster was born in Limerick.

### Lance-Sergeant Edward Maher, Irish Guards, was awarded the Military Medal.

Lance-Sergeant Maher was in a company of the Irish Guards which was in a battalion of the Grenadier Guards area on Banana Ridge on April 20th, 1943. He was sent out on a mixed patrol of Irish Guards and Grenadier Guards on the night of April 20th to discover routes to the various positions which his company was going to hold as a covering force on the night the brigade was to put in its attack.

While on its way back, the party contacted the Germans, who opened fire and killed the Grenadier Officer. Lance-Sergeant Maher, a corporal of the battalion of the Irish Guards and an officer of the Royal Tank Regiment managed to lie low. Lance-Sergeant Maher had strict instructions not to open fire under any circumstances, as it was extremely desirable that the Germans should not know that anything out of the ordinary was going to happen. The patrol was then in enemy territory, but Lance-Sergeant Maher managed with great coolness to extricate himself and his party of which he took charge, as the Royal Tank Regiment officer had only just arrived in the country and had no experience of infantry patrol work. Having hidden themselves all night and the next day Lance-Sergeant Maher brought his party back through our lines the following evening, shortly before the Germans put in an attack.

This non-commissioned officer showed throughout great calmness and power of command in emergency, and it is doubtful whether without him the party would have got back. He secured the information he had set out to obtain and obeyed his orders to the last letter. He is an exceptionally fine type of non-commissioned officer and has proved himself on every occasion he has been committed to

battle.

Lance-Sergeant Maher comes from Bandon, Co. Cork.

Private John Joseph Hyland, the Gordon Highlanders, was awarded the Military Medal.

At Sferro on July 22nd, 1943, information was required of enemy movements and dispositions as an enemy attack was considered likely. This area completely dominated the battalion position and observation was restricted.

Private Hyland volunteered to act as an observer He left the lines at 4 a.m., moved out a distance of 1,500 yards and lay up the whole day within 200 or

300 yards of the enemy forward defence lines. In spite of the fact that the enemy were continuously moving around the post which he had occupied, he managed to escape detection and returned at nightfall with valuable information concerning the location of the enemy defences and H.Q. areas. He also brought in details of a raid which was carried out by the enemy that night; this enabled a clear picture to be obtained of the enemy's intentions.

Private Hyland showed qualities of courage and resource much above the average and his efforts helped to clarify considerably the position on the battalion

front.

Private Hyland's home is in Bray, Co. Wicklow.

Company Quartermaster-Sergeant Patrick Mercer, Irish Guards, was awarded the Military Medal.

On the morning of Thursday, April 29th, C.Q.M.S. Mercer volunteered to accompany a carrier convoy of food and ammunition which was being sent from battalion headquarters to the force surrounded by the Germans. convoy made its way successfully through enemy territory. On arrival at the bottom of the hill, C.Q.M.S. Mercer organised the unloading and carrying

up of the supplies under enemy fire.

On reaching the top of the hill, he immediately took an active part in the fighting. His enthusiasm and courage put fresh energy into the troops, particularly the sections of two companies of which he took command. He was completely tireless and equally regardless of his own safety, as he moved from section to section directing the fire and encouraging the men. His presence, example and cool bearing put new life into tired men, and urged them to greater efforts.

He himself was continually on top of the ridge under point-blank 88-mm. and small-arms ammunition fire, repelled enemy attacks and was in the forefront

of the counter-attacks.

On Thursday afternoon, April 29th, after beating off an attack with light machine-gun fire, he collected a handful of men and led a highly successful bayonet charge over the top with great dash, keeping perfect control of his men, and bringing them back when they had caused the maximum of losses to the enemy with the minimum of casualties.

C.Q.M.S. Mercer was born in Tullamore.

Lance-Sergeant Patrick Daly, the Durham Light Infantry, was awarded the

Military Medal.

On the morning of July 15th, 1943, Sergeant Daly was a platoon sergeant in the attack on the Primosole Bridge near Catania. He assisted his platoon across the River Simeto without much opposition, but as soon as they had reached the far bank enemy automatics and snipers opened up on all sides from the reeds and vineyards at very close range. Sergeant Daly showed splendid leadership

and great courage in hand-to-hand fighting.

Further counter-attacks by the enemy forced the platoon back into the river where the water was deep. Soon three men were shouting for assistance from drowning. Sergeant Daly quickly threw off his equipment and fe-entered the water in the face of close-aimed enemy small-arms fire on the bank, and regardless of danger endeavoured to rescue the drowning men. He remained in the water 15 minutes and succeeded in bringing ashore two of the men under constant fire from automatics. Throughout this day attack Sergeant Daly had inspired all members of his company by his great personal valour and magnificent leadership.

Sergeant Daly comes from Limerick.

Lance-Corporal Edward Joseph Brady, the Queen's Own Cameron

Highlanders, was awarded the Military Medal.

On July 16th, 1943, at about 1800 hours, Lance-Corporal Brady was acting as motor-cycle despatch rider with a patrol in a carrier which was ordered to



operate northwards from the crossings of the Gornalunga river. Short of the Dittaino the carrier ran into an ambush in which it was disabled and set on fire by a direct hit from an anti-tank gun. The officer and driver of the carrier were killed by small-arms fire at close range as they attempted to dismount. The other member of the crew was thrown out of the carrier by the impact of the shell and wounded. Lance-Corporal Brady was knocked off his motor-cycle by colliding with the carrier which he had been closely following. Although the enemy small-arms fire was extremely heavy and accurate, Lance-Corporal Brady went first to the officer and the carrier driver to see if they needed assistance, but finding them both dead he went to the other man. He lifted him on his shoulders and carried him to the rear in a hail of bullets. To avoid the heaviest fire he struck across a field of barley which was burning fiercely. He got through the flames, however, and eventually reached the remainder of the carrier patrol having carried the wounded man a distance of nearly two miles.

Lance-Corporal Brady was born in Tipperary.

Gunner Michael Burke, Royal Regiment of Artillery, was awarded the Military Medal.

On the evening of August 21st, 1943, near Scaletta, the position on which Gunner Burke was manning a gun came under continuous heavy shellfire from the Italian mainland for three-quarters of an hour. Large-calibre shells landed among the guns and dispersed vehicles and eventually set fire to a Matador loaded with 4.5-inch shells and charges which burnt furiously.

Gunner Burke, with complete disregard of danger while shells still fell around, stood on the Matador and threw off the flaming boxes of charges,

despite the added danger of the ammunition on the Matador exploding.

By his efforts the fire was put under control and extinguished, despite severe burns to his hands and arms. If this fire had developed, the smoke from the fire would have drawn further heavy fire from the mainland, which must have resulted in damage to guns and vehicles and caused casualties among the gun detachments.

Gunner Burke was born in Tipperary.

Lance-Corporal Edward O'Reilly, Infantry, was awarded the Military Medal.

This N.C.O. was with a leading section in the attack on Sperina on August 12th, 1943. His section was early held up by enemy snipers, machineguns and mortars. Using great skill and in spite of continual sniping and machine-gun fire this N.C.O. stalked an enemy post and single-handed cleared it, taking 10 prisoners. He then dismantled a machine-gun in a second post which he also cleared.

This action was instrumental in allowing the remainder of his platoon to move forward and reach their objective. Lance Corporal O'Reilly set a fine example throughout the day, and his skill and daring are deserving of recognition.

Lance-Corporal O'Reilly's home is in Mullagh Bawn, Co. Cavan.

Bombardier C. Kavanagh, Royal Horse Artillery, was awarded the Military Medal.

The address of his next-of-kin is Cahir, Tipperary.

Gunner W. Moloney, Royal Artillery, was awarded the Military Medal. The address of his next-of-kin is Tramore, Co. Waterford.

Private W. F. Byrne, Oxford and Bucks Light Infantry, was awarded the Military Medal.

The address of his next-of-kin is Castlecomer, Co. Kilkenny.

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Sergeant T. H. Gregan, Reconnaissance Force, was awarded the Military Medal.

The address of his next-of-kin is Mountjoy Parade, Dublin.

Rifleman J. O'Brien, Rifle Brigade, was awarded the Military Medal. The address of his next-of-kin is Castlecomer, Co. Kilkenny.

Sergeant S. Kennedy, Royal Tank Regiment, was awarded the Military Medal.

The address of his next-of-kin is Aughrim Street, Dublin.

Lance-Corporal Michael Patrick Gallagher, Royal Inniskilling Fusiliers, was awarded the Military Medal.

At Hill 501, Yenangyaung, on April 19th, 1942, the Inniskillings were heavily engaged by the enemy. Due to the intense machine-gun and mortar fire one platoon on the left flank was forced to retire. Later on it was noticed that one man was lying wounded on the forward slope of the hill which was exposed to the enemy. Lance-Corporal Gallagher, at great personal risk, doubled forward to the wounded man, dressed his wound and gave him water. He then dragged the wounded man 70 yards to cover. During the time he was with the wounded man Corporal Gallagher was exposed to severe sniping, machine-gun and mortar fire.

This act was a source of great encouragement to the men. Lance-Corporal Gallagher was born in Dublin.

Warrant Officer Class II (Company Sergeant-Major) James Ahern, The Queen's Own Cameron Highlanders, was awarded the Military Medal.

During the attack of the night of November 1st-2nd, 1942, this Warrant Officer was Company Sergeant-Major of "D" Company. The only officer in the company who was not a casualty was the Company Commander.

Company Sergeant-Major Ahern took command of one platoon and

Company Sergeant-Major Ahern took command of one platoon and Company H.Q. and led them in a most aggressive manner against seven enemy tanks which he found on the company's objective. He then proceeded to organise these platoons in a defensive position and got them dug in.

Throughout the action this Warrant Officer's leadership and example were

an inspiration to all ranks.

Company Sergeant-Major Ahern was born at Queenstown, Co. Cork.

Trooper David Condon, Royal Tank Regiment, Royal Armoured Corps, was awarded the Military Medal.

He was acting as gunner during the action on July 2nd, 1942. The tank was hit and slowed down. While following up the remainder of the battalion they went to the assistance of the dismounted and wounded crews of three "General Grant" and two "Valentine" tanks.

Trooper Condon assisted an officer to lift the wounded on to the back o his tank under heavy machine-gun and shellfire. He sat on the outside of the tank and held on a badly wounded man who would otherwise have fallen off.

A little farther eastwards the officer stopped the tank and, although still under heavy shellfire, administered morphia and first aid to the wounded. Trooper Condon rendered very valuable assistance with complete disregard for the shellfire. When the party moved off again Trooper Condon again sat on the back of the tank and held on the wounded men. The tank had only gone a further half-mile when it received a direct hit by shellfire and stopped. Although one man was blown completely off the tank and another seriously wounded, Trooper Condon remained calm, dismounted and helped to lift the wounded to the sheltered side of the tank. He remained with them while the officer went in search of help and until they were brought safely to a Regimental Aid Post. The distinguished conduct and conspicuous gallantry of this man in the face of heavy fire were a very fine example to others, and his work on July 2nd was

material in saving ten men (including three officers) from certain capture and probably death.

Trooper Condon was born in Dublin.

Rifleman Joseph Conroy, The King's Royal Rifle Corps, was awarded the Military Medal for initiative, bravery and coolness under fire.

On July 9th, 1942, while on a reconnaissance in the area north-west of Quaret Al Abd, two carriers of Rifleman Conroy's section became separated from their Platoon Commander and cut off from their line of withdrawal by heavy fire at short range from enemy tanks.

The non-commissioned officer in charge gave orders for the crews to withdraw on foot, but this, too, proved impracticable after they had covered 200 yards.

Rifleman Conroy then returned, on his own initiative, to his carrier, although this entailed covering 200 yards of open ground under fire from the tanks, which were by then no more than 300 yards from the carrier. He drove his carrier back (still under fire), collected the remainder of the party and returned to the officer's post with them.

By his action the whole party was brought to safety and his vehicle rescued.

Rifleman Conroy was born in Tipperary.

Sergeant James Joseph Martin, 1st King's Dragoon Guards, was awarded the Military Medal.

This sergeant commanded a troop from March to August, 1942, when he left the field owing to ill-health.

He showed himself to be a commander of a very high order, and his behaviour and devotion to duty under fire have always been an example to others, and have

inspired them to further efforts when the situation appeared to be hopeless.

On June 2nd, 1942, while on a patrol in the area of Rotunda Segnali, he carried out a reconnaissance of exceptional ability and obtained valuable information in spite of being harassed by superior enemy forces by land and air

tion in spite of being harassed by superior enemy forces by land and air.

On July 27th, 1942, this sergeant was sent on patrol in the area south of El Taga plateau. He carried out this patrol in a most able manner. In spite of the continued and heavy enemy shelling he manœuvred his troops in such a manner as to reach and maintain a very advanced position on the enemy's flank, thereby obtaining valuable information not available from any other ground source, which enabled our guns and aircraft to come into action.

On many other occasions this sergeant has carried out his duties in a similar manner, fully justifying the trust placed in him by his superiors and fully main-

taining the traditions of the Service.

Sergeant Martin was born in Cavan.

Sergeant Joseph Patrick Ryan, Army Air Corps, was awarded the

Military Medal for conspicuous gallantry and leadership.

On the morning of November 18th, 1942, an ambush was laid on the S'Nsir-Mateur road to destroy a strong armoured patrol of the enemy. This patrol consisted of three eight-wheeled armoured cars and three reconnaissance cars. One of these cars, though immobilised, continued to fire with machine-gun and sub-machine-gun. Sergeant Ryan requested permission to attack this armoured car with his section. This being granted he attacked under intense fire with skill and resource, personally leading his section. He killed and wounded the entire crew, who were putting up a strong resistance. Throughout subsequent operations Sergeant Ryan's leadership was of the highest order.

Sergeant Ryan was born in Dublin.

Corporal William Francis Donnelly, The Queen's Own Royal West Kent Regiment, was awarded the Military Medal at Dj Abiod on November 25th, 1942.

25th, 1942.
When a disabled Mark IV German tank had been located in a river bed this Corporal volunteered to go out and destroy the tank, to prevent its recovery.



At the first attempt he found the enemy working to recover the tank, but after killing two of the enemy he was forced to withdraw.

Returning later with another patrol he first endeavoured to destroy the tank with a "Sticky" grenade, and when this failed to explode he poured petrol over it and set it alight, remaining covering it until it was completely destroyed.

But for his daring and resource this tank would have been recovered by

Corporal Donnelly was born in Roscommon.

Fusilier James Constantine Stewart, Infantry, was awarded the Military Medal.

Fusilier Stewart, with an officer, stayed throughout the operation "Bizerte" from December 1st to 5th, 1942, to ambush some armoured fighting vehicles which had been engaging his troop. He stayed in an exposed position and let the vehicles come within 50 yards of him before he opened fire with an anti-tank rifle, and obtained at least three direct hits on them. Afterwards, when cut off with the officer and two other men from the remainder of his troop he showed great cheerfulness and stamina in the subsequent march across most difficult country to rejoin our forces. Throughout the operation he showed the greatest keenness and determination in engaging the enemy.

Fusilier Stewart was born in Dublin.

Lance-Bombardier John Murphy, Royal Horse Artillery, was awarded the Military Medal.

This non-commissioned officer has driven a troop armoured vehicle for nearly two years, driving at least two Troop Commanders in actions for which they received immediate awards.

On more than one occasion he has rescued wounded men under fire and

in full view of enemy tanks.

Throughout this long period he has always maintained the highest standard of courage, steadiness and cheerfulness under the worst conditions.

Lance-Bombardier Murphy was born at Clonmel, Co. Tipperary.

Corporal John Dollard, Royal Army Service Corps, was awarded the Military Medal.

During a long period of desert service this non-commissioned officer has at all times shown steadfast devotion to duty, and on many occasions has displayed outstanding qualities of leadership under hazardous and difficult conditions. An outstanding occasion was on June 16th, 1942, when, during a vital delaying action fought near Sidi Rezegh, he alone was responsible for a 25-pounder battery being able to keep on firing. He was in charge of four loads of ammunition and was taking them up to the guns. Unbeknown to him the battery had moved, and in trying to locate it he and his lorries became involved in a tank battle. Leaving three of his lorries in the comparative shelter of a ridge he went forward through the battle area in the fourth lorry in an attempt to locate the battery. He was unable to find them or obtain information of their whereabouts. For three-quarters of an hour under continuous shellfire he searched the area, eventually obtaining the new location from a newly arrived infantry detachment. During this time he made repeated attempts to extricate wounded from blazing vehicles. On rejoining his convoy Dollard led it on to the new battery location, arriving in time to keep the guns firing.

Corporal Dollard was born in Kilkenny.

Corporal James Kennedy, County of London Yeomanry, Royal Armoured

Corps, was awarded the Military Medal.

During the early hours of the morning of October 25th, 1942, Corporal Kennedy was the driver of a tank in the Munassib area in which the commander was wounded, sustaining a broken leg, and the operator and gunner both were

killed outright. Corporal Kennedy attempted to drive the tank out of the battle, but his track was broken on a scattered mine. The tank was disabled and again hit by anti-tank fire, this time being set on fire. Corporal Kennedy, himself wounded, managed to get the commander out and made him as comfortable as possible in a slit trench. He then ran across the minefield to the nearest tank for help. Believing that help was coming he ran back to the wounded commander. Time elapsed but aid did not come, so he again ran across the minefield in search of help. Although heavy mortar fire was falling all around him throughout, he disregarded his own safety completely until his commander was safely back.

Corporal Kennedy was born in Roscommon.

Sergeant Joseph Haynes, The Welch Regiment, was awarded the Military Medal.

Sergeant Haynes was a Platoon Commander during the action at Cœfia, near Benghazi, on the night of January 28th-29th, 1942, and displayed great leadership and coolness. He took part in three separate attacks on the enemy position in circumstances of great difficulty. When it became apparent that the only way to rejoin our own lines was on foot, he led a party as far as Tocra, about 30 miles away, when he was captured. He was taken to Benghazi, and the following day organised a party of four others to escape. This Sergeant Haynes succeeded in doing, and led them on foot back to our own lines at Gazala, some 250 miles. His personal courage and determination not to accept defeat were a fine example to all.

Sergeant Haynes was born in Cork.

Corporal (acting Sergeant) Michael James Crosby, the Queen's Own

Royal West Kent Regiment, was awarded the Military Medal.

On November 4th, 1943, a company of Royal West Kents attacked Vineyard Hill near San Salvo. Just as the platoon of which Sergeant Crosby was acting platoon commander reached their objective they came under intense enemy machine-gun fire, which made the position almost untenable. Sergeant Crosby, acting with extreme promptness and a complete disregard for the devastating fire around him, walked on to the objective, rallied and placed each section in a good fire position, personally directed the fire of his platoon on to the enemy and finally, when this fire became effective, led a bayonet charge which caused the enemy to fall back in disorder, and freed his position.

Sergeant Crosby's actions throughout this critical period, his disregard for danger, and bravery were an inspiration and splendid example to the men under

his command.

Sergeant Crosby was born in Ballinasloe, Co. Galway.

Fusilier Harry Hutton, the Royal Inniskilling Fusiliers, was awarded the Military Medal.

Fusilier Hutton has been continuously with the battalion since the early stages of the campaign and has taken part in every action in which the battalion has fought.

He has throughout shown a conspicuous devotion to duty which has been

an example to the remainder of his platoon.

In the first engagement in which his platoon took part it was attacked by an enemy raiding force some 60 strong; his section, of which he was the Bren gunner, although completely isolated, held out and was largely instrumental in driving the enemy back. Later, during the attack on a point, Fusilier Hutton advanced alone with his Bren under heavy fire to a position from which he could dominate the enemy and was of great assistance to his platoon.

Throughout the campaign he has proved himself a thoroughly reliable and

fearless soldier.

Fusilier Hutton was born in Ballyshannon, Co. Donegal.

Guardsman Thomas Stephen Seale, Grenadier Guards, was awarded the

Military Medal.

The above-named Guardsman accompanied an officer on the patrol, and subsequent section attack, at night against enemy machine-gun posts, which won that officer the M.C. He returned safely, having penetrated the enemy lines.

At Djebel Mansour, he volunteered, on his own initiative, to stalk an enemy sniper who was harassing the platoon. After a long stalk he was successful.

His platoon commander, and the platoon in general, testify to the fact that, at all times, and in all the actions the platoon have seen, Guardsman Seale has been outstanding for coolness and level-headedness.

Guardsman Seale was born in Roscommon.

Lance-Sergeant Thomas Davis, the King's Own Yorkshire Light Infantry (attached Special Service Troops), was awarded the Military Medal.

In an engagement between a Commando and three companies of the Hermann Göring Jaeger Regiment, Lance-Sergeant Davis showed entire disregard of enemy fire and led his men in every advance with great courage and skill.

When wounded in the stomach, he continued to engage the enemy until

completely incapacitated by his wound.

Lance-Sergeant Davis was born in Enniscorthy.

Corporal Robert Benjamin Cox, Royal Armoured Corps, was awarded the Military Medal.

On March 1st, 1943, Corporal Cox and another soldier were sent out to report enemy movements in the area. They took their carrier as far as was judged safe and then went forward on foot to an observation post.

Enemy tanks were seen and a report was sent back by wireless from the

carrier to the R.H.Q.

Artillery fire was brought to bear and the men returned to their observation post where they corrected the fire at intervals for a period of approximately two hours. As a result two Mark VIs were destroyed and several others already disabled were heavily damaged. In order to send in their reports they took it in turn to traverse the 300 yards back to the carrier under considerable machinegun and small-arms fire. Their observation post was frequently under heavy mortar fire and their conduct throughout was exemplary and inspiring.

Corporal Cox was born in Ballybunion, Co. Kerry; his home is in Howth.

Corporal (acting Sergeant) Patrick Diver, Army Air Corps, was awarded the Military Medal.

During a raid on a bridge, Sergeant Diver was a Bren gun corporal in the leading section of the assault platoon. The raiding party came under mortar and machine-gun fire and the Bren No. I was wounded. Sergeant Diver not only took over the Bren gun but also greatly assisted the control of the section in the assault to the objective. When the platoon was later ordered to withdraw, Sergeant Diver was the last gunner to leave the position and continued to give covering fire to his platoon till it was under reasonable cover in spite of enemy mortars and machine-gun fire. His coolness and courage throughout the action were an inspiration.

Sergeant Diver was born in Gweedore, Donegal.

Corporal (acting Sergeant) Richard O'Brien, D.C.M., the Royal Berkshire Regiment (attached Special Service Troops), was awarded the Military Medal.

At the Battle of Salerno on September 10th-11th, 1943, Dragone Hill, September 13th, and Piecolette, September 15th-18th, 1943, this N.C.O. showed

complete disregard for personal safety.

On the morning of September 10th, 1943, he went forward to contact a missing section under heavy fire and led them to safety. Later, in the battle at Piecolette, after his troop leader had been killed he led a patrol through the

enemy lines and brought back valuable information and a prisoner. He then took charge of the troop after all four of his officers had become casualties.

Sergeant O'Brien was born in New Castle, West Limerick.

Private Patrick McCormack, the Queen's Royal Regiment (West Surrey),

was awarded the Military Medal.

At Salerno, at about 1430 hours on the afternoon of September 9th, 1943, the company to which Private McCormack was attached as stretcher bearer suffered several casualties. Quite regardless of heavy machine-gun fire, which was sweeping the field in which these men lay, he immediately moved forward, dressed their wounds, collected them and stayed with them all through the night, and brought them in on the morning of September 10th, 1943. The casualties subsequently survived, which was entirely due to Private McCormack's action. This had a very great moral effect on the men of the company in view of the difficulty in evacuating casualties during this operation.

Private McCormack was born in Cork City.

Sergeant William John Jackson, the Royal Irish Fusiliers (since killed in action), was awarded the Military Medal.

At Termoli on October 6th, 1943, Sergeant Jackson was commanding a

platoon during an attack on enemy positions north of San Giacomo.

Throughout the attack Sergeant Jackson commanded his platoon in an outstanding manner. He continually directed the fire of his Brens on to enemy posts and personally led assault groups to clear these positions. His platoon was the first into a large factory which was well known to be an enemy strong-point.

Sergeant Jackson's magnificent leadership, cheery confidence and complete disregard of his own safety were a fine example and inspiration to his men.

Sergeant Jackson came from Dublin.

Private Patrick Ward, of the Pioneer Corps, was awarded the British Empire Medal.

On October 16th-17th, 1940, at Finsbury, he voluntarily continued to help in the rescue of people trapped underneath fallen masonry although he had been going "all out" for some hours on the same job. Amid falling debris he continued to work until the following morning, and by his cheerfulness and strenuous efforts he gave considerable encouragement to others and helped to maintain the spirit of the trapped people, thereby helping to save several lives.

Private Ward was born in 1910 in Co. Wicklow.

#### AWARDS IN THE ROYAL AIR FORCE

Flying Officer Donald Edward Garland was awarded the first Victoria

Cross in the R.A.F. in June, 1940.

He was the pilot of the leading aircraft of a formation of five that attacked a bridge which had not been destroyed over the Albert Canal and was allowing the enemy to advance into Belgium. All the air crews had volunteered for the operation, and the attack was delivered at low altitude. The bridge area was heavily protected by anti-aircraft guns and enemy fighters, but orders had been issued that the bridge was to be destroyed at all costs. The formation successfully delivered a dive-bombing attack from the lowest practicable altitude. Only one of the five aircraft returned. Much of the success of this vital operation was attributed to the formation leader, Flying Officer Garland.

Flying Officer Garland was born at Ballinacor, Wicklow, in 1918. He was educated at Cardinal Vaughan School, Kensington, from 1929 to 1935. He entered the R.A.F. as pupil pilot in July, 1937, and was promoted Flying Officer

in February, 1940. His home was in Yorkshire.



Acting Group Captain Francis Victor Beamish was awarded a Bar to the Distinguished Service Order in August, 1941. From October, 1940, to March, 1941, he carried out 71 operational sorties, destroyed three enemy aircraft for certain, probably destroyed three more, and damaged others. He was later killed in action.

Group Captain Beamish was born in 1903 at Dunmanway, Co. Cork, and educated at Coleraine Academical Institute. He was commissioned from Cranwell in 1923. He retired in 1933, but returned to the Service when expansion began. He was awarded the A.F.C. in 1936, the D.S.O. in July, 1940, and the D.F.C. in November, 1940.

Squadron Leader D. C. Yorke was awarded the Distinguished Service

Order for gallantry and devotion to duty in the execution of air operations. Squadron Leader Yorke was born at Tullow, Co. Carlow.

Acting Squadron Leader C. J. F. Kydd was awarded the Distinguished Flying Cross and the Distinguished Service Order.

This officer was pilot and captain of an aircraft detailed to attack, from a very low altitude, the ship lift on the canal at Magdeburg at night in August, 1940. Despite intense fire from a battery of twelve anti-aircraft guns and the glare from searchlights, he displayed courage and determination when he made five runs over the target to ensure accuracy before he dropped his bombs. A few nights previously Squadron Leader Kydd took a leading part in the attack on the Leuna oil works, when he displayed equal courage and determination. Since the outbreak of war he has done outstandingly good work, proving himself to be a fine leader and a skilled and resolute captain of aircraft.

Squadron Leader Kydd was born in Longford. He died of injuries in June,

1941.

#### Flight Lieutenant R. E. G. Van Der Kiste was awarded the Distinguished Service Order.

In April, 1941, this officer was the captain of an aircraft which carried out a reconnaissance of the Norwegian coast from Hammerfest to Harstad, entailing a flight of many hours. The greater part of the reconnaissance had to be carried out at a height of less than 2,000 feet owing to low cloud, but Flight Lieutenant Van Der Kiste made such skilful use of the low cloud and the topographical features of the country that very little opposition from the ground was encountered.

At Harstad, where there was no cloud, he approached the town flying just above the water level and, despite heavy and light anti-aircraft fire, flew right in and completed his reconnaissance. By skilful low flying among the fiords he

was able to avoid any damage to his aircraft.

On a previous occasion, Flight Lieutenant Van Der Kiste carried out a reconnaissance at a low altitude under extremely trying conditions. Although his aircraft was damaged by enemy fire, he completed his mission and skilfully flew back to base. He has displayed high qualities of leadership and has contributed materially to the efficiency and high standard of morale obtaining in his squadron.

Flight Lieutenant Van Der Kiste was born in Limerick.

Squadron Leader W. P. F. Treacy was awarded the Distinguished Service Order with effect from March 27th, 1941. He was on the Reserve of Air Force Officers. He was reported missing, and was presumed dead in April, 1941.

Squadron Leader Treacy was born in Dublin.

Acting Wing Commander C. B. B. Wallis was awarded the Distinguished Service Order.

After participating in the campaign in the Western Desert, Wing Commander Wallis took his squadron to Burma and immediately went into action.



In all the important operations carried out by the squadron in Burma his qualities of leadership did much to maintain its high morale. On several occasions Wing Commander Wallis's aircraft were severely damaged by enemy anti-aircraft fire.

He was born at Killiney, Co. Dublin. He died of injuries in July, 1942.

Flight Lieutenant Edward Kinsella was awarded the Distinguished Service Order.

This officer has completed a very large number of sorties and has displayed skill and courage of a high order. In spite of several trying experiences, his keenness for operations remains unabated, and his unconquerable spirit of determination and unswerving devotion to duty have set an example which has inspired all.

and unswerving devotion to duty have set an example which has inspired all.

Flight Lieutenant Kinsella was born at Ashford, Co. Wicklow, in 1917.

His home is at Arklow, Co. Wicklow. He was educated at Arklow Technical

School. He enlisted in 1938 and was commissioned in 1942.

Wing Commander Eric Scott Butler was made an Officer of the Order

of the British Empire in September, 1941.

Wing Commander Butler was born in Dublin in 1906. He joined the R.A.F. in 1925. Eight years later he was commissioned as Pilot Officer. He reached the rank of Wing Commander in 1941 and was shortly afterwards Mentioned in Despatches.

Acting Squadron Leader Russell Arthur Coleman was made a Member of the Order of the British Empire.

Acting Squadron Leader Coleman was born in 1907 at Waterville, Co. Kerry. His home is at Ballymena. He enlisted in the R.A.F. as apprentice in 1924, attained the rank of Flight Sergeant, and was commissioned in 1942. He reached his present rank in 1943.

Flight Lieutenant Simon Theodore Winter, M.B., Ch.B., was made a Member of the Order of the British Empire.

When returning from an operational sortie one night in July, 1943, a Stirling aircraft crashed while attempting an emergency landing. The bomber burst into flames. Flight Lieutenant Winter, who was the medical officer on duty, immediately proceeded to the scene. Regardless of his own safety, he assisted the crew to escape and entered the burning fuselage in a vain endeavour to release the mid-upper gunner who was trapped upside down in his turret. Despite burns to his head and face, Flight Lieutenant Winter then attended to the needs of the injured members of the crew. Throughout he displayed high courage and devotion to duty.

Flight Lieutenant Winter was born in 1916 at Dublin. His home is at Leeds. He was granted a commission as Flying Officer in the medical branch in 1941

and reached his present rank in 1942.

Leading Aircraftman Michael Campion was made a Member of the

Order of the British Empire.

Leading Aircraftman Michael Campion and Aircraftman (First Class) Ernest Ralph Clyde Frost displayed great courage in effecting the rescue of an unconscious pilot from a burning aircraft. Leading Aircraftman Campion and Aircraftman Frost were among the first to arrive on the scene. Not knowing that the pilot was the sole occupant Aircraftman Frost promptly entered the rear cockpit, which was full of smoke and fumes, in search of the wireless operator. Satisfying himself that no one was there, he climbed out and, nearly exhausted, ran to the front cockpit where Leading Aircraftman Campion was trying to rescue the pilot. Working heroically, both men, at great risk to themselves due to the imminent danger of the petrol tanks exploding, extricated the pilot from the burning wreckage. Shortly afterwards the tanks exploded and the whole aircraft was rapidly burned out. Unfortunately the pilot died later.

Leading Aircrastman Campion was born in Dublin.

Warrant Officer Thomas Whitstone was made a Member of the Order of the British Empire for distinguished services rendered in operational commands of the Royal Air Force.

He was born at Castlebar, Co. Mayo.

Acting Wing Commander Brendan Finucane was awarded the Distinguished Flying Cross when a Flying Officer in May, 1941, after he had destroyed at least five enemy aircraft. He was awarded a Bar to the D.F.C. in September, when it was stated that since July he had destroyed three enemy aircraft, and assisted in the destruction of another two. He was said to have been largely responsible for the fine fighting spirit of the unit. Later in September he was awarded a Second Bar, after fighting with marked success over Northern France. Wing Commander Finucane was awarded the Distinguished Service Order in October. During two sorties on consecutive days he destroyed five Me.109s, bringing his total victories to at least 20. The successes achieved by his squadron, the destruction of 42 enemy aircraft, were undoubtedly due to this officer's brilliant leadership and example. He was later killed in action.

Wing Commander Finucane was born in 1920 in Dublin, and was educated there at the Christian Brothers O'Connell Schools. He became a pupil pilot in the R.A.F. in August, 1938. A year later he was graded as Pilot Officer.

Wing Commander Desmond Patrick Hanafin was awarded the

Distinguished Flying Cross in September, 1940.

He was born in Dublin in 1912, and his home is in Berkshire. He was educated at Wimbledon College and at Beaumont College. He was commissioned in 1933 from Cranwell, promoted Squadron Leader in August, 1939, and Wing Commander in September, 1941.

Acting Squadron Leader Cecil James Algernon Grant Brain was

awarded a Bar to the Distinguished Flying Cross.

This captain of aircraft, now on his second tour of operational duty, has completed many sorties, during which he has always shown the greatest keenness and determination, pressing home his attacks against some of the most heavily defended targets in Germany. On a recent occasion, undeterred by the failure of one of the engines of his aircraft before reaching the enemy coast, Squadron Leader Brain flew on and successfully completed his mission.

Acting Squadron Leader Brain, D.F.C., was born in 1917 and is a native of Dublin. He was educated at Stonyhurst College. In 1939 he resigned his commission as Second Lieutenant in the King's Own Royal Regiment, when he was granted a commission in the R.A.F. He was awarded the D.F.C. in June,

1040.

Acting Flight Lieutenant Norman Emile Sherwood was awarded the Distinguished Flying Cross.

He has completed many successful operations against the enemy, in which he

has displayed high skill, fortitude and devotion to duty.

Acting Flight Lieutenant Sherwood was born in 1918 at Bray, Co. Wicklow, His home is at Stockport, Cheshire. He was educated at the King's School, Macclesfield. He enlisted in 1939, and was commissioned in 1942.

Flying Officer B. Clitheroe was awarded the Distinguished Flying Cross.

This officer is an exceptionally keen, skilful and reliable operational navigator. In July, 1942, he was detailed to attack the shipbuilding yards at Danzig. Despite exceptional conditions of cloud and severe icing, Flying Officer Clitheroe succeeded in locating the target, which was successfully bombed from 1,000 feet. The success of this sortie was due almost entirely to this officer's skill as navigator, his perseverance and determination. He was later reported missing, presumed dead.

He was born in Dublin.

Acting Squadron Leader T. M. Hunt was awarded the Distinguished Flying Cross for gallantry and devotion to duty during air operations. He was reported missing, presumed dead, in July, 1941.

Squadron Leader Hunt was born at Naas, Co. Kildare.

Flying Officer J. W. W. Hurndall was awarded the Distinguished Flying Cross for gallantry and devotion to duty in the execution of air operations.

He was born in Kildare.

Flying Officer R. F. Smythe was awarded the Distinguished Flying Cross.

In July, 1940, this officer, while leading his section, broke up a formation of six Messerschmitt 109s near Folkestone and succeeded in destroying one. Flying Officer Smythe had destroyed six enemy aircraft.

Flying Officer Smythe was born at Killiney, Co. Dublin.

Pilot Officer John S. P. Phillips was awarded the Distinguished Flying Cross in recognition of gallantry and devotion to duty in the execution of air operations.

He was born in Dublin.

Flying Officer J. A. Hemingway was awarded the Distinguished Flying Cross in recognition of gallantry and devotion to duty in the execution of air operations.

He was born in Dublin.

Squadron Leader R. S. J. Edwards was awarded the Distinguished Flying Cross in recognition of gallantry and devotion to duty in the execution of air operations.

He was born at Rathmines, Co. Dublin.

Pilot Officer A. P. Dowse was awarded the Distinguished Flying Cross. This officer had always reduced height when finding it difficult to identify the target. He had displayed great courage and determination and had invariably completed successfully the tasks allotted to him. He was reported missing, presumed dead, in April, 1943.

He was born in Dublin.

Wing Commander C. H. Appleton, D.S.O., was awarded the Distinguished Flying Cross for gallantry and devotion to duty during air

This officer has commanded the squadron since February, 1941, and by his sound organisation, drive, energy and high skill in flying has enabled it to attain a splendid record in night fighting. While under his inspiring leadership the squadron has destroyed at least 45 enemy aircraft at night and damaged many others. He has personally destroyed two and damaged two enemy aircraft.

Wing Commander Appleton was born at Ballincollig, Co. Cork.

Pilot Officer William Ernest McCrea was awarded the Distinguished Flying Cross.

This officer has completed many successful operations, including such targets as Berlin, Hamburg and many industrial centres in the Ruhr. He has displayed great skill and leadership and his efforts throughout have been featured by determination of a high standard. One night in September, 1943, when returning from an attack on a target in the Ruhr his aircraft was intercepted by a fighter. A prolonged combat ensued but, coolly and skilfully, Pilot Officer McCrea finally succeeded in outmanœuvring his adversary. The bomber sustained much damage, but this pilot flew it safely to base. He displayed great courage and resolution in trying circumstances.

Pilot Officer McCrea was born in 1921 at Donegal, where his home is. He was educated at Foyle College, Londonderry, and Queen's University, Belfast. He enlisted in 1941 as pilot under training and was commissioned in 1943.

Pilot Officer Liam Thomas Garland was awarded the Distinguished

Flying Cross.

This officer has participated in a number of successful sorties against enemy shipping in the Mediterranean, encountering intense fighter and anti-aircraft opposition. He has displayed determination and devotion to duty which have had many successful results.

Pilot Officer Garland was born in 1920 in Dublin. He was educated at St. Colman's College, Newry; St. Patrick's College, Armagh; and Queen's University, Belfast. He served in the ranks before being commissioned in 1943

in the R.A.F.V.R.

Flying Officer Philip Harvey was awarded the Distinguished Flying

Cross. He has since been reported missing.

This officer has taken part in twenty-six sorties during which successful attacks have been made on shipping and on railway installations. During an attack on a railway installation, an aircraft of the formation in which Flying Officer Harvey was flying was hit by anti-aircraft fire. Displaying great determination, this officer escorted the damaged aircraft on the return until Flying Officer Harvey flew on and landed at an airfield, and then set out again as the navigator of an aircraft of the air/sea rescue service in an endeavour to find his comrade. During an operational flight one day in April, 1943, Flying Officer Harvey observed the crew of a bomber afloat in their dinghy. As the result of the information supplied by him, the crew were subsequently picked up. The same afternoon be took part in a successful attack on a ship off Brest. Flying Officer Harvey invariably displayed skill and courage of a high order.

Flying Officer Harvey was born in 1919 at Dublin. His home was at Waterford. He enlisted in the R.A.F.V.R. in 1940 and was commissioned in

1041 after training in Canada.

Acting Squadron Leader J. P. D. Gethin was awarded the Distinguished Flying Cross.

This officer carried out low flying machine-gun attacks against two enemy airfields, over 350 miles from his base, and was responsible for the destruction of five enemy aircraft and a petrol lorry. In his attack on the second airfield he destroyed four aircraft, all of which caught fire. Squadron Leader Gethin completed many operational missions. He displayed considerable skill and great tenacity in delivering his attacks. He has since been killed.

Squadron Leader Gethin was born in Dublin.

Squadron Leader P. J. H. Halahan was awarded the Distinguished

Flying Cross.

On November 23rd, 1940, Squadron Leader Halahan with another officer attacked and shot down a Dornier 17. In May, 1940, he led a formation of eight aircraft on a bomber protection patrol near Maastricht where sixteen enemy aircraft were attacked, six of which were destroyed. In the engagement this officer himself shot down two enemy aircraft. Squadron Leader Halahan has at all times set an excellent example to his pilots and is mainly responsible for the fine spirit of his squadron which, while under his command, has destroyed approximately seventy enemy aircraft.

Squadron Leader Halahan was born in Dublin.

Squadron Leader William Laurence MacDonald was awarded the Distinguished Flying Cross for gallantry and devotion to duty in the execution of air operations.

He was born in Cork.

Pilot Officer Robert James Hill was awarded the Distinguished Flying

During April, 1940, he was the captain of one of six aircraft which had been sent to attack enemy transports and shipping in Granvin Fiord. While returning to his base, after completing his task, he encountered two Dorniers alighting on the sea, and Pilot Officer Hill resumed the attack with his front gun, several bursts being seen to hit the fuselage of one of them. While he was continuing this attack, the second Dornier attacked his aircrast but was beaten off and it eventually dived at the water, where its bows submerged. During this last phase Pilot Officer Hill was wounded in the face and hand but throughout the engagement he displayed great courage and initiative. He was killed on active service in March, 1941.

Bilot Officer Hill was born at Crosshaven, Co. Cork.

Pilot Officer Walter Henry Corbet was awarded the Distinguished Flving/Cross.

This officer was engaged in May, 1940, on a bombing attack on enemy convoys when his aircraft was severely damaged by enemy gunfire. He was badly wounded in the foot and his observer was killed. In spite of his weakened condition he succeeded in flying back to his base and saving the air-gunner and the aircraft.

Pilot Officer Corbet was born in Dublin.

Flying Officer David Cecil McKinley was awarded the Distinguished Flying Cross for gallantry and devotion to duty in the execution of air operations.

He was born at Cashel, Co. Tipperary.

Flight Lieutenant Ivan Owen O'Neill was awarded the Distinguished Flying Cross.

Flight Lieutenant O'Neill was born in December, 1915, at Rathclaren, Co. Cork. His home is in Co. Wicklow. He was educated at Monkstown Park School, Co. Dublin; St. Columba's College, Rathfarnham; and Trinity College, Dublin. He joined the R.A.F. in November, 1937, as a pupil pilot, and was granted a commission in February, 1938. He became a Flying Officer in August, 1940, and was promoted Flight Lieutenant twelve months later.

Flying Officer Walter Bonar Kirkwood-Hackett was awarded the Distinguished Flying Cross.

This officer has completed a large number of operational missions as air gunner. Many of these have been attacks on heavily defended targets in the Ruhr, Berlin and Gdynia. He also took part in the 1,000-bomber raids on the Ruhr and Cologne and in the daylight raid on Milan. Throughout all these attacks Flying-Officer Kirkwood-Hackett has displayed a most praiseworthy

degree of courage and devotion to duty.

Flying Officer Kirkwood-Hackett was born in 1917 in S. Dublin. His home is at Templeogue, Co. Dublin. He was educated at Wesley College, Dublin. He enlisted in the R.A.F.V.R. in 1940 and was commissioned in 1941.

Warrant Officer John Conleth Grehan was awarded the Distinguished Flying Cross.

Warrant Officer Grehan's navigational work has been of the highest standard. He has carried out a large number of sorties, many of them of a hazardous nature. Throughout, Warrant Officer Grehan has displayed great courage and determination.

Warrant Officer Grehan was born in 1918 at Naas, Co. Kildare, where his home still is. He was training for the law when he enlisted in 1939 to be

an air observer.

Acting Squadron Leader B. J. Hooper was awarded the Distinguished

Flying Cross.

Many of Squadron Leader Hooper's flights have been undertaken in very bad weather, but he has displayed great perseverance in locating and bombing his targets successfully. On January 28th, 1942, when his gyro instruments failed and the starboard engine also showed signs of failure, due to icing, he continued his mission and bombed the target area. On March 13th, 1942, just after leaving base, his wireless became unserviceable. Despite the adverse weather conditions which prevailed he continued his flight and bombed Cologne successfully. Squadron Leader Hooper has displayed coolness, devotion to duty and complete disregard of danger, which have contributed largely to maintain a high standard of morale in the squadron. His skill and leadership have been an inspiration, and he has set an excellent example.

Squadron Leader Hooper was born in Dublin.

#### Pilot Officer E. W. D. Roy was awarded the Distinguished Flying Cross.

This officer has served with the squadron since April, 1941, having previously had operational experience on "Blenheim" aircraft. He has participated in numerous attacks on important targets in enemy and enemy-occupied territory. He has always shown exceptional keenness and efficiency both in the air and on the ground. His fine teamwork has contributed materially towards the successes achieved. His technical knowledge and practical application have been of a high standard.

Pilot Officer Roy was born in Dublin.

#### Flying Officer T. B. Stoney was awarded the Distinguished Flying Cross.

This officer commenced operational flying in June, 1941. During operations he has attacked targets in Berlin, Kiel, Bremen, Cologne, Hamm, Hamburg and many other heavily defended areas. He has invariably pressed home his attacks with great determination. His courage, keenness and ability have set a very fine example to all.

Flying Officer Stoney was born in Co. Donegal.

## Warrant Officer K. S. Dodrill was awarded the Distinguished Flying Cross.

This Warrant Officer is an exceptionally skilful navigator and bomb-aimer. During his first operational tour he completed many successful attacks on targets in the Low Countries, and later he completed many sorties at night. His past experience, initiative and skill render his services of great value.

Warrant Officer Dodrill was born in Dublin.

## Pilot Officer T. P. Scanlan was awarded the Distinguished Flying Cross.

He has set a high standard of navigation. On one occasion, over Bremen, he remained half an hour, despite fierce opposition, to ensure certain identification of his target. His courage and his determination to achieve his task have been an example to other navigators. He was reported missing, presumed dead, in August, 1942.

Pilot Officer Scanlan was born in Cork.

## Acting Flight Lieutenant John Ignatius Kilmartin was awarded the Distinguished Flying Cross in October, 1940.

He destroyed 12 enemy aircraft. His dash and determination, with clear

thinking, combine to make him a magnificent leader.

He was born in Dundalk and educated at Presentation College, Bray. Before entering the R.A.F. in 1937 he was a trooper in the Shanghai Light Horse Volunteer Corps. He was promoted Flying Officer in 1939, and made Acting Flight Lieutenant in July, 1940.



Acting Flight Lieutenant Arthur Leonard Spence, Royal Air Force Station, was awarded the Distinguished Flying Cross in September, 1941.

He was born at Fahan, Donegal, in 1908, and enlisted in the R.A.F. in 1939. He was trained as an air observer and was commissioned in 1940. He was promoted Acting Flight Lieutenant in 1941.

Acting Squadron Leader Richard Thomas Stubbs, No. 139 Squadron, was awarded the Distinguished Flying Cross in September, 1941.

He was one of the officers who took part in a daylight attack in "Blenheim" bombers on the power stations near Cologne on August 12th, 1941. The success of the attack depended largely on accurate timing throughout the flight. The bombers flew some 250 miles over enemy territory, at an altitude of 100 feet, and bombed and machine-gunned the targets from between 200 and 800 feet, or at the height of the chimneys.

Squadron Leader Stubbs was born in 1916 in Dublin, and was educated in Ireland at Wilson's Hospital School, and afterwards in England at St. Alban's School. He was commissioned in August, 1939, and served in France, 1940.

Flying Officer Michael William Kinmonth was awarded the Distinguished Flying Cross.

This officer completed much operational flying at night, displaying great skill, courage and devotion to duty throughout. He destroyed five enemy aircraft. Flying Officer Kinmonth was killed in England in November last.

Flying Officer Kinmonth was born at Newport, Co. Tipperary, and lived in

Dublin before joining up.

Acting Flight Lieutenant Patrick Peter Colin Barthropp, No. 91 Squadron, was awarded the Distinguished Flying Cross in September, 1941.

This officer has carried out one hundred and fifty operational sorties, many of them over enemy-occupied territory. Throughout, Flight Lieutenant Barthropp has displayed a fine fighting spirit, frequently attacking enemy aircraft, troops and other targets on the ground. He has destroyed at least two, probably destroyed another, and damaged three enemy aircraft.

Flight Lieutenant Barthropp was born in 1920 in Dublin, and was educated at Ampleforth College. He was commissioned in the R.A.F. in 1939,

and promoted Acting Flight Lieutenant in August, 1941.

Flight Lieutenant Raymond Noel Collins was awarded the Distinguished Flying Cross.

Flight Lieutenant Collins was born in 1915 and comes from Cork. He was educated at Castleknock College, Dublin.

Flight Lieutenant William Joseph Woods was awarded the Distinguished Flying Cross.

Flight Lieutenant Woods was born in 1912 at Carrickmacross, Monaghan, and was educated at St. Francis Xavier's College, Liverpool. He was killed in action in April, 1941.

His father lives at Wallasey, Cheshire.

Flying Officer Ronald Cooper Rotherham was awarded the Distinguished Flying Cross.

Flying Officer Rotherham was born in 1918 at Dublin.

Pilot Officer James Reginald Bryan Meaker was awarded the Distinguished Flying Cross.

Pilot Officer Meaker was born in 1919 at Kinsale, Co. Cork. He was killed in action in September, 1940.

Flight Lieutenant Ernest Cassidy, No. 249 Squadron, was awarded the Distinguished Flying Cross in January, 1942.

He has been actively engaged in operational flying, both in England and in Malta, since the war began, and has destroyed two enemy bombers at night. In a recent engagement on a dark night, Flight Lieutenant Cassidy displayed great tenacity when severely damaging two enemy aircraft. It is considered likely that one of them failed to reach its base. This officer has shown considerable dash and initiative. He has set a splendid example.

Flight Lieutenant Cassidy was born in Dublin in 1916. His home is now in Hampshire. He was educated at the Salesian College, Farnborough, and was commissioned in 1938. He was promoted Flight Lieutenant in November, 1940.

## Pilot Officer Peter Joseph Stack (Navigator) was awarded the Distinguished Flying Cross.

This officer has performed consistently good work in operations. He participated in the sorties completed by the Squadron during the combined operations at Dieppe on August 19th, 1942, and also in the successful raid on the Philips works at Eindhoven, in which he acted as navigator to the deputy leader.

Pilot Officer Stack was born in 1916 at Dublin. His home is in London, E.7. He was educated at St. Anthony's, Clara, Offaly. He enlisted in the R.A.F.V.R. in 1940 and was commissioned in 1942.

## Flight Lieutenant Derrick John D'Alton was awarded the Distinguished Flying Cross.

This officer has taken part in numerous operational missions, a number of them in the Middle East. As gunnery officer his work has been outstanding, while his keenness to participate in operations whenever possible has set an excellent example. On one occasion over Benghazi, his aircraft was attacked by enemy fighters. Two of the bomber's engines were put out of action, the hydraulics were rendered unserviceable and the intercommunications became useless. Displaying great coolness Flight Lieutenant D'Alton gave his captain evading directions which enabled him to fly clear of the attackers. On the homeward flight, about an hour later, the aircraft was attacked by another enemy fighter. Once more, Flight Lieutenant D'Alton's commentary on the attacker's movements enabled his pilot to evade the fighter and fly on to base. This officer has always displayed great technical skill. He has suggested tactics in gunnery and formation flying which have been adopted and have resulted in the destruction of at least seven enemy fighters.

Flight Lieutenant D'Alton was born in 1911 at Kilkenny, Co. Kilkenny, and his home is at Cambridge. He enlisted in the R.A.F.V.R. as observer under training in 1939 and was commissioned in 1940.

## Flying Officer Eric Wallace Dunlop was awarded the Distinguished Flying Cross.

Flying Officer Dunlop has completed a large number of operational flights over Burma. He has guided his aircraft, through extremely bad monsoon weather and over mountainous country, safely to the target and back, achieving excellent results. This officer has served as leading navigator/bomb aimer on many occasions and has also been the navigator/gunner in several low-level attacks against enemy shipping in a defended harbour. Throughout all these operations Flying Officer Dunlop has displayed great courage, thoroughness and good tactics both in his pre-flight planning and when faced with enemy opposition.

Flying Officer Dunlop was born in 1918 at Dublin, where his home is. He was educated at the King's Hospital and Trinity College, Dublin. He enlisted in the R.A.F.V.R. in 1940 and was commissioned in 1941.

Flight Lieutenant Patrick Joseph Thomas Stephenson was awarded

the Distinguished Flying Cross.

Flight Lieutenant Stephenson joined the squadron in June, 1940, and took part in the Battle of Britain. Later, as Flight Commander, he participated in operations, assisting in the sinking and damaging of several ships in the Channel. During his tour of duty he has destroyed five enemy aircraft and has completed many patrols and escorts. On numerous occasions, Flight Lieutenant Stephenson has led the squadron, displaying fine leadership, skill and courage.

Flight Lieutenant Stephenson was born in 1918 in Dublin. His home is at Hull. He enlisted as pilot under training in the R.A.F.V.R. in 1938, and was

commissioned in 1940.

Pilot Officer Henry Hutchinson McDaniell, Royal Canadian Air Force,

was awarded the Distinguished Flying Cross.

Pilot Officer McDaniell, an outstanding member of a particularly successful crew, has consistently displayed keenness and devotion to duty, showing complete fearlessness in the face of danger. His aircraft has been badly damaged on at least six occasions and has also been involved in two crashes. Despite these trying experiences this officer has continued to operate with undiminished ardour, efficiency and enthusiasm.

Pilot Officer McDaniell was born at Dublin, in 1919. His home is at Vancouver, B.C. He is Canadian-trained under the Joint Air Training Plan. He enlisted in the R.C.A.F. and was commissioned in the Special Reserve in

1943.

Acting Flight Lieutenant Victor Wood was awarded the Distinguished

Flying Cross.

Flight Lieutenant Wood has invariably displayed the utmost determination to achieve the maximum effect on every sortie. In June, 1943, during a raid on Gelsenkirchen, his aircraft was severely damaged by a heavy anti-aircraft shell and caused to diverge from its course during the final run to the target. Undeterred, this officer made a second run and bombed the target. Further opposition was encountered which caused the port outer engine to fail and catch fire. This was eventually extinguished and a safe return to base accomplished. In similar circumstances on other occasions this officer has proved himself to possess the greatest skill and resource.

Flight Lieutenant Wood was born in 1919 in Dublin. His home is at Scarborough. 'He was educated at Wyggeston Grammar School, Leicester. He enlisted for training as pilot in the R.A.F.V.R. in 1941, and was commissioned

in 1942.

Flying Officer Norman Edward Beattle was awarded the Distinguished

Flying Cross.

Flying Officer Beattie was born at Dublin in 1915 and his home is at Drumcondra, Dublin. He was educated at Lindsay School and Wesley College, Dublin. He enlisted as air gunner in 1940 and was commissioned in 1942.

Warrant Officer John Wilfred Luke was awarded the Distinguished

Flying Gross.

Warrant Officer Luke has completed two successful tours of operational duty during which he has attacked many of the enemy's most strongly defended targets, including Berlin, Essen, Stuttgart and Milan. A first-class navigator, this Warrant Officer has guided his aircraft to the target and back with consistent skill and determination and has always displayed great presence of mind, a high sense of duty and a fine crew spirit.

Warrant Officer Luke was born in 1915 at Dublin. His home is at Belfast.

His civil occupation was clerk. He enlisted in 1939 and is now navigator.



Acting Wing Commander Charles Michael Miller has been awarded a

Second Bar to the Distinguished Flying Cross.

Since Wing Commander Miller took over command of the squadron six enemy aircraft have been destroyed and two damaged. Wing Commander Miller completed a large number of night operational patrols during this period, many of them in adverse weather, and personally destroyed two enemy aircraft. He has displayed great enthusiasm and keenness which have been an inspiration to all who serve under him. He received the Distinguished Flying Cross in January, 1941, and was awarded a Bar in February, 1941.

January, 1941, and was awarded a Bar in February, 1941.

Wing Commander Miller was born at The Curragh, Kildare, in 1919, and was educated at Cambridge. He was a member of the University Air

Squadron. He was commissioned in the R.A.F.V.R. in 1938.

Flying Officer Michael John Nolan was awarded the Distinguished Flying Medal in December, 1941, when he held the rank of sergeant.

As air observer he has participated in numerous sorties in which enemy shipping has been attacked. Undismayed by the heavy defensive fire from armed escort ships, he has shown great courage and determination to complete his allotted task.

Flying Officer Nolan, D.F.M., was awarded the Distinguished Flying

Cross in 1944.

This officer has taken part in very many sorties since being awarded the Distinguished Flying Medal. He is a navigator of exceptional ability and his record is one of outstanding success. On a recent occasion he was the navigator of the leading aircraft of a section detailed to attack a target in Northern France. When crossing the enemy coast the aircraft was badly damaged when hit by anti-aircraft fire. The pilot held his course, however, and was guided to the target by Flying Officer Nolan with his usual accuracy. This officer has displayed exceptional keenness and great devotion to duty.

Flying Officer Nolan was born in 1913 at Dublin, and his home is at Newcastle. He was educated at St. Mary's College, Southampton. He enlisted for air crew in 1940 and was commissioned in 1942. He is authorised to wear the

ribbon of the 1939-43 star.

Warrant Officer Michael Joe Cullen was awarded the Distinguished Flying Cross.

During a long and arduous tour of operational duty, this warrant officer has always shown particular initiative and devotion to duty on operations. As first wireless operator, he has contributed largely by his technical skill to the destruction of at least two U-boats.

Warrant Officer Cullen was born in 1920 at Westport, Co. Mayo, and his home is at Leicester. He was a sorting clerk before enlisting in 1939, and is now

wireless operator.

Group Captain Leslie William Clement Bower was awarded the

Distinguished Flying Cross.

This officer has completed numerous sorties and has invariably displayed leadership and skill of a high order. His determination to complete his tasks successfully has always been evident and was well illustrated during a recent sortie. Before reaching the target his aircraft was hit by anti-aircraft fire, but he went on to complete his attack. On the return flight the aircraft was again hit by fire from the ground defences. Much damage was sustained, including one engine which was put out of action. Group Captain Bower displayed great skill in his endeavour to reach home but, just before the English coast was reached, the damaged engine burst into flames. Group Captain Bower crossed the coast, however, but was compelled to make a landing in difficult circumstances. As the aircraft touched down it became enveloped in flames, and a petrol tank burst. Group Captain Bower was rendered unconscious, but was dragged clear by a comrade. This officer displayed great courage and resolution throughout.

Group Captain Bower was born in 1909 at Ballincollie, Co. Cork. He was educated at Southlands and Harvey Grammar Schools. In 1928 he became a cadet at Cranwell and was commissioned in 1929. He was promoted to Squadron Leader in 1938 and reached his present rank in 1943. He is entitled to wear the 1939-43 ribbon.

Pilot Officer Arthur Feeley was awarded the Distinguished Flying Cross. He is a navigator. His home is in Dublin.

Air Commodore Dermot Alexander Boyle, who was awarded the Air Force Cross in June, 1939, and was Mentioned in Despatches in September, 1941, and June, 1943, was appointed Air Aide-de-Camp to His Majesty the King on August 26th, 1943, Air Commodore Boyle is Senior Air Staff Officer of an R.A.F. Group. He was born at Durron, Abbeyleix, Queen's County.

Flight Lieutenant Richard Markby Blennerhassett was awarded the Air Force Cross in September, 1941.

Flight Lieutenant Blennerhassett was born at Farranfore, Co. Kerry, in 1914, and was educated at King's Hospital School, Dublin. He entered the R.A.F. in 1936 as a pupil pilot. Two months later he was commissioned as Acting Pilot Officer. He reached his present rank in 1940. He is now flying with an R.A.F. squadron.

Acting Squadron Leader John Beaumont was awarded the Air Force Cross.

He was born at Ballinrobe, Co. Mayo.

Flying Officer J. C. M. Wilson was awarded the Air Force Cross for gallantry and devotion to duty in the execution of air operations. He was reported missing, presumed dead, in July, 1942.

He was born in Dublin.

Flying Officer A. H. Tompkins was awarded the Air Force Cross. 'He was born in Co. Kildare.

Acting Wing Commander W. J. Scott was awarded the Air Force Cross.

He was born in Navan, Co. Meath.

Squadron Leader C. W. Lindsay was awarded the Air Force Cross. He was born at Mohill, Co. Leitrim.

Flight Lieutenant Maurice Ivan Cox was awarded the Air Force Cross.

Flight Lieutenant Cox was born in Dublin in 1921. His home is at Cranwell, Lincs. He enlisted in the R.A.F. in 1939 and was commissioned in 1940. He was appointed Flying Instructor at the R.A.F. College in 1942.

Sergeant W. J. Q. Macgrath was awarded the Military Medal in recognition of distinguished service.

He was born in Co. Monaghan.

Warrant Officer Michael George Clynes was awarded the Conspicuous

Gallantry Medal (Flying).

This warrant officer has successfully completed a large number of operational sorties. He has taken part in attacks against Tripoli, Naples, Catania, Benghazi, and other targets in the Middle East and North Africa. He has also attacked some of the most heavily defended targets in Germany. On four occasions his aircraft has been attacked by night fighters and each time he has successfully directed his captain's evasive action. During these combats he has destroyed at least two enemy aircraft. Over a long period this warrant officer has set a splendid example of courage, determination and devotion to duty.

Warrant Officer Clynes was born in 1914 at Longford. His home is at Edgeworthstown, Longford. His civil occupation was carpenter's mate. He enlisted in 1940, and is now air gunner.

Acting Squadron Leader Joseph Aidan MacCarthy, M.B., Ch.B., B.A.O., was awarded the George Medal.

One night in May, 1941, the pilot of an aircraft attempted to land with the undercarriage retracted. The aircraft crashed into the main bomb dump and then burst into flames. Group Captain Gray and Squadron Leader MacCarthy immediately went to the scene of the accident, and between them succeeded in extricating two members of the crew who were trapped. Squadron Leader MacCarthy suffered minor facial injuries caused by burns, but, despite this and the strain to which he had been exposed, he would not retire to his quarters until he was satisfied that everything possible had been done for the comfort of the injured. Both Group Captain Gray and Squadron Leader MacCarthy displayed great bravery in the most appalling circumstances.

Squadron Leader MacCarthy was born in 1913, at Berehaven, Co. Cork, where his father lives. He was educated at University College, Cork, and was commissioned in the Medical Branch of the R.A.F. in September, 1939. He

was promoted Acting Squadron Leader in December, 1940.

Pilot Officer J. J. P. Dudley was awarded the George Medal.

One morning in October a hangar had been badly damaged by incendiary bombs. Although he knew that there were unexploded bombs in the hangar, Pilot Officer Dudley led the fire-fighting party with such skill and gallantry that the fire was prevented from spreading and three aircraft saved. When this station was again attacked later in the month he rallied the fire fighters, removed an aircraft from a burning Bessoneau, and then fought the fire, which he brought under control with amazing speed.

Pilot Officer Dudley was born in Dublin.

Sergeant Dudley Farquhar Allen was awarded the George Medal in January 1941.

In September, 1940, this airman was the turret gunner of an aircraft which crashed in dense mist. He was dazed by a heavy blow on the head, and his parachute harness was entangled in the seat. In spite of the fact that the aircraft was on fire he proceeded with great energy and resolution to extricate the unconscious bodies of three of the crew at the risk of his own life. Undeterred by the increasing intensity of the heat and fumes from the burning wreckage, and amid exploding ammunition, he tried to find the pilot, but was unsuccessful. He then removed the unconscious men to a safe distance.

Sergeant Allen was born in 1914, in Dublin, where his father still lives. He was educated at Skerries, Dublin, Drogheda Grammar School, and Rathmines School of Commerce. He was a commercial traveller before joining the R.A.F.V.R.

Sergeant Charles James Adair has been awarded the Distinguished Flying Medal for many successful operations against the enemy, in which he has displayed high skill, fortitude and devotion to duty.

Sergeant Adair was born in 1917 at Drumcondra, Dublin. He now lives at Highgate, London. He enlisted in 1935 and is a flight engineer. In civil life

he was a garage employee.

Flight Sergeant James Bernard Hughes was awarded the Distinguished Flying Medal.

A most skilful air gunner, Flight Sergeant Hughes has shown great determination in attacking the enemy. He has participated in sorties against such heavily defended targets as Berlin, Hamburg, Essen and Kassel. On two occasions when attacked by enemy fighters his accurate fire has driven off the attackers.



He has always displayed the greatest keenness to participate in operational flying and on various occasions has volunteered to fly with other crews.

Flight Sergeant Hughes was born in 1920 at Leeds and his home is in Dublin.

He was a clerk before enlisting in 1940, and is now air gunner.

Sergeant Robert James Couser was awarded the Distinguished Flying Medal. He was reported missing, presumed dead, in January, 1941.

Sergeant Couser was born in 1919 at Skibbereen, Co. Cork.

Sergeant William Fletcher was awarded the Distinguished Flying Medal for gallantry and devotion to duty during air operations. He was reported missing, presumed dead, in February, 1943.

Sergeant Fletcher was born at Cork.

Sergeant George Anthony Gamble was awarded the Distinguished Flying Medal.

In June, 1940, this airman was air gunner in a section leader's aircraft engaged in a photographic reconnaissance over France during which heavy antiaircraft fire was encountered. On the return flight across the Channel the section was attacked by a formation of Heinkel 111s. Sergeant Gamble, although wounded in both legs, returned the enemy's fire and reported the tactics of the attacking Heinkels until the intercommunication gear was shattered. It was largely due to his courage and determination that the section leader was able to withdraw safely with two aircraft. Previously, in May, 1940, when attacked by enemy fighters, Sergeant Gamble's accurate reporting, coupled with steady fire, enabled the pilot to take successful avoiding action and the enemy fighter eventually broke off the engagement apparently on fire.

Sergeant Gamble was born in 1920 at Dublin.

Sergeant William Henry Sturdy was awarded the Distinguished Flying Medal for gallantry and devotion to duty before the evacuation of France and Flanders.

He was born in Buncrana, Co. Donegal.

Sergeant J. J. W. Lewis was awarded the Distinguished Flying Medal. He was born in Dublin.

Sergeant E. W. Mills was awarded the Distinguished Flying Medal.
In June, 1941, Sergeant Mills was one of three air gunners in a "Catalina" aircraft piloted by Flight-Lieutenant Whittome, which, in the course of convoy escort operation, was attacked by four enemy aircraft. The pilot, with great skill,

manœuvred the aircraft and enabled the air gunners to attack the enemy aircraft as they endeavoured to drop bombs on the convoy. Sergeant Mills displayed determination, courage and effective gunnery throughout.

He was born at Urglin, near Carlow.

Sergeant George Furney was awarded the Distinguished Flying Medal.

Flight Sergeant Gordon and Sergeant Furney have flown together as pilot and wireless operator/air gunner respectively on numerous operational flights. In October, when carrying out an attack on Tobruk, their aircraft was attacked by enemy fighters. The engine was disabled, but the attackers were beaten off and Gordon successfully force-landed in the desert.

On another occasion Gordon and Furney participated in an attack on Kucove oil wells. Harassed by enemy fighters, Furney fought back fiercely until he received a severe head wound. Despite damage to the aircraft Gordon

skilfully flew it some 200 miles back to his base.

In March, 1941, Gordon, accompanied by Furney, carried out an attack on the Italian Fleet off Cape Matapan. In spite of intense anti-aircraft fire Gordon descended to 4,000 feet and scored two direct hits on a cruiser, causing it to slow down and compelling other vessels to stand by. By their success in this operation, Gordon and Furney helped to bring the Italian Fleet to action. Both these airmen have displayed great skill and determination in accomplishing their allotted tasks.

Sergeant Furney was born in Gorey, Co. Wexford. He was killed in action in June, 1941.

Sergeant Joseph Chestnut Barkley (Rear Gunner) was awarded the

Distinguished Flying Medal.

Sergeant Barkley has participated in many successful operational sorties against targets such as Duisburg, Frankfurt and Hamburg, in addition to attacks on objectives in Tunisia. He has always co-operated efficiently with his captain and crew while in the air, often in trying circumstances. On one occasion over Duisburg his aircraft was intercepted by a night fighter. Hits from Sergeant Barkley's guns were observed, which probably destroyed the fighter. At other times he has been of great assistance in giving accurate reports of night fighters and anti-aircraft fire in the vicinity, so enabling his captain to take successful evasive action. Sergeant Barkley has set a most commendable example.

Sergeant Barkley was born in 1913 at Clare, Tipperary. His home is at Shirley, Warwickshire. He was a lorry driver in civil life. He enlisted in the

Royal Warwickshire Regiment and transferred to the R.A.F. in 1941.

Flight Sergeant Anthony Wright Tinmouth, R.C.A.F., was awarded

the Distinguished Flying Medal.

One night in February, 1944, this airman piloted an aircraft detailed to attack Berlin. On the outward flight the aircraft was attacked by a fighter and sustained damage to the fuselage, the oxygen supply system, the wireless apparatus, and other equipment; the intercommunication system was also rendered unserviceable. Undeterred, Flight Sergeant Tinmouth went on to the target and pressed home his attack. On the return flight the bomber was intercepted by more fighters, but by his skill, good judgment and resource, Flight Sergeant Tinmouth brought his aircraft home without sustaining further damage. On this, his first sortie as captain, this airman displayed a high standard of leadership, courage and determination.

Flight Sergeant Tinmouth was born in Limerick. His home is in Nova

Scotia.

Flight Sergeant Patrick Henry McKenna was awarded the Distinguished Flying Medal.

Flight Sergeant McKenna, who is now serving on his second tour of operations, has participated in sorties against Munich, Wilhelmshaven, Cologne, and Essen. He has proved himself to be a most reliable wireless operator and he has displayed courage and initiative which have set a fine example.

Flight Sergeant McKenna was born in 1917 at Navan, Co. Meath, where

his home is. He enlisted in 1939 and is now wireless operator/air gunner.

Flight Sergeant Patrick Joseph Moloney was awarded the Distinguished Flying Medal.

Flight Sergeant Moloney has flown on numerous bombing and mining operations. An outstanding air gunner, his skill in the air and cheerful courage have enabled many missions to be successfully completed which would otherwise have had to be abandoned. On one occasion, when proceeding to Cologne, an attacking Junkers 88 was driven off damaged by his accurate fire. Another time, although the intercommunication set was out of order, by skilful use of emergency signalling this airman enabled his pilot to evade attack from an enemy fighter and proceed to target. He has also pressed home two attacks from a low altitude, despite a damaged aircraft and adverse weather. At all times he has shown outstanding courage, skill and dogged determination.

Flight Sergeant Moloney was born in 1922 at Newbridge, Co. Kildare. His home is at Roscrea, Co. Tipperary. He enlisted in the R.A.F.V.R. in 1941, and is now an air gunner.

Sergeant Thomas Francis Manly was awarded the Distinguished

Flying Medal.

In June, 1941, Flying Officer Moore and Sergeant Manly were pilot and navigator/bomb-aimer respectively of the leading aircraft of a formation of three detailed to attack enemy shipping in the harbour at Beyrout. Owing to dense and low cloud the attack was carried out at an extremely low altitude in the face of intense and accurate anti-aircraft and machine-gun fire. Before reaching the objective, the leader's aircraft was hit by a shell which caused considerable damage and injured Manly in several places. Despite this handicap, by his skill and devotion to duty the formation scored a direct hit on a large enemy merchant ship. Although suffering severely, Manly displayed great resolution and successfully navigated the formation back to base, where Flying Officer Moore skilfully landed his damaged aircraft without accident. Manly has completed 42 operational missions in which he has shown exceptional keenness and devotion to duty. Sergeant Manly was born in Dublin.

Flight Sergeant John Desmond Bingham, No. 69 Squadron, was awarded the Distinguished Flying Medal.

As wireless-operator/air gunner, this airman has displayed praiseworthy ability and determination. On númerous occasions, when his aircraft has been engaged by enemy fighters, he has used his guns to good effect. Flight Sergeant Bingham has carried out 98 sorties, including raids over Germany and German-occupied territory as well as in the Middle East.

Flight Sergeant Bingham was born in 1920 at Dublin. He was a garage-hand when he enlisted in 1937 for training as wireless-operator. Later he trained as

air-gunner.

Sergeant Robert Tod Tomlinson was awarded the Distinguished Flying Medal.

When their aircraft caught fire after making a forced landing, Sergeant Tomlinson and another member of the crew rescued the pilot, who was enveloped in flames.

Elder son of Captain and Mrs. T. S. Tomlinson, of Dublin, he was educated at the High School, Dublin (1928-36). He was killed on February 8th, 1941, and his body was brought back to Dublin for burial.

Flight Sergeant F. J. Sweeney was awarded the Distinguished Flying Medal.

Flight Sergeant Sweeney is a most reliable wireless operator. He has shown a keen and determined spirit throughout and his courage and devotion to duty have been exemplary.

He was born in Co. Donegal.

Sergeant Edward Patrick Nolan, No. 78 Squadron, was awarded the Distinguished Flying Medal in August, 1941.

He was born in 1916 at Tralee, Co. Kerry, where his father lives. He worked in an hotel before enlisting in 1939 to be an air observer.

Sergeant Ernest Desmond Martin was awarded the Distinguished Flying Medal.

Sergeant Martin was born in 1916 in Dublin.

Sergeant Patrick Gerard Barry was awarded the Distinguished Flying Medal.

Sergeant Barry has participated in numerous operational sorties against such heavily defended targets as Duisburg, Cologne and Peenemunde. As air gunner

his crew co-operation, coolness under fire and devotion to duty have been of the highest order. On one occasion, when leaving the target, his aircraft was attacked by an enemy fighter. Cannon-fire rendered his turret and guns useless and severely wounded Sergeant Barry. Nevertheless, although almost suffocated by smoke and fumes from a fire in the fuselage, he kept his captain informed of approaching fighters and while suffering great pain displayed the greatest fortitude.

Sergeant Barry was born in 1919 at Cork, where his home is. He was a joiner and carpenter before enlisting in the R.A.F.V.R. in 1941, and is now

air gunner.

Flight Sergeant Bernard Nicholas Mulholland was awarded the Distin-

guished Flying Medal.

Flight Sergeant Mulholland was gunner of an aircraft detailed to attack Hanover one night in September, 1943. On the run up to the target the bomber was hit by anti-aircraft fire. Four members of the crew were wounded and much essential equipment was rendered unserviceable. In spite of this the pilot resolutely held to his course, enabling the bomber to execute a successful attack. On leaving the target the bomber was intercepted by a fighter which attacked with great persistence. Nevertheless the pilot succeeded in evading the fighter, being greatly assisted by Flight Sergeant Mulholland who kept his captain fully informed of the attacker's movements.

These members of aircraft crew displayed great courage, skill and tenacity

in the most trying circumstances.

Flight Sergeant Mulholland was born in 1912 in Co. Cork, where his Home is. He was a cashier in civil life. He transferred from the army in 1941 and is now air gunner.

Flight Sergeant Joseph Anthony Fagan was awarded the Distinguished

Flying Medal.

One night in September, 1943, this airman was the rear gunner of an aircraft detailed to attack Hanover. During the bombing run the aircraft was hit by anti-aircraft fire which wounded Flight Sergeant Fagas and rendered his turret unserviceable. Shortly afterwards the bomber was attacked by a fighter. In spite of his wounds, Flight Sergeant Fagan refused to leave his turret and played his part determinedly in frustrating the attacker. Displaying great fortitude and devotion to duty, this gallant gunner steadfastly held to his post until his aircraft was clear of the enemy coast. His example was most inspiring.

Flight Sergeant Fagan was born in 1919 at Ballymahon, where his home is. In civil life he was a cellarman. He enlisted in the R.A.F.V.R. in 1940 and is

now air gunner.

Flight Sergeant Arthur Desmond Stanley Martin was awarded the

Distinguished Flying Medal.

Flight Sergeant Martin has completed many hours' flying on anti-submarine patrols at night. He has built up his crew into an extremely efficient team which has taken part effectively in this dangerous work. His aircraft has damaged at least one submarine and probably more. Throughout the whole of his long flying career Flight Sergeant Martin has displayed the highest courage and devotion to duty. Flight Sergeant Martin was born in 1920 at Dublin. His home is at Salisbury. His civil occupation was clerk. He enlisted in 1940, and is now pilot.

Acting Flight Sergeant Frederick Thomas Baker Wills was awarded

the Distinguished Flying Medal.

During his operational career, this airman has displayed a constant desire to engage the enemy whenever possible. He has always been a most reliable member of air crew, and despite several very harassing experiences, his keenness and enthusiasm are undaunted. He has made himself proficient in all phases of his duties and set a fine example to all in the squadron.



Acting Flight Sergeant Wills was born in 1920 at Dublin. His home is at Romford. He was an engineering assistant in civil life. He enlisted in 1940.

## Sergeant Walter William Cooke was awarded the Distinguished Flying Medal.

Sergeant Cooke has completed many operational sorties, many of which have been night anti-submarine operations. A wireless operator of exceptional ability, this airman has been responsible for setting a remarkably high standard of wireless telegraphy. His outstanding success and efficiency have been an inspiration and an example to all other wireless operators, while his zeal and vigilance have contributed greatly to the successes achieved by his crew. On four occasions Sergeant Cooke has participated in successful attacks on enemy U-boats, which have been pressed home with great determination, regardless of the heavy opposition encountered.

Sergeant Cooke was born in 1916 in Co. Cork. His home is at Leicester. In civil occupation he was a designer. He enlisted in 1940 and is now wireless

operator/air gunner.

## Sergeant James Frederick Wiles was awarded the Distinguished Flying Medal.

This airman has been a member of the aircraft crew in several attacks on U-boats in which two submarines were sunk and one damaged. On one flight he displayed great courage and resource during the rescue of 20 survivors from a lifeboat when he was chiefly responsible for transferring them safely from the lifeboat to the flying boat in a high sea. At all times, Sergeant Wiles has done excellent work in the air and on the ground; his efficiency has been outstanding.

Sergeant Wiles was born in 1916 at Tipperary. His home is at Wantage,

Herts. He enlisted in 1940 and is now flight engineer.

#### Corporal R. P. G. Dunlop was awarded the British Empire Medal.

On two consecutive nights in December, 1940, this airman displayed great devotion to duty and indifference to personal safety during air attacks. On the first night he and another airman volunteered to go out and investigate the failure of telephone communications with a particular site and assisted several crews to dispose of incendiary bombs which had fallen nearby, while shrapnel and high explosive bombs were still falling.

On two further occasions he and his companion toured the sites over roads made difficult by masses of debris. In one instance a bomb narrowly missed

their van, the steering wheel being torn from the driver's grasp.

During a heavy raid on the second night Corporal Dunlop rendered valuable assistance in deflating and replacing a balloon which had become badly holed. Corporal Dunlop was born at Rathmines, Co. Dublin.

Flight Sergeant Timothy J. Murphy was awarded the British Empire Medal in May, 1942. He comes from Cobh, Co. Cork.

#### AWARDS TO CIVILIANS

#### POLICEMEN

Mr. Michael McHugh, police inspector, of Mayo, belonging to the Port of London Police, was awarded the George Medal.

He threw large quantities of ammunition from a burning building in a crowded area and thereby saved many lives.

\*Inspector Edward Raymond Riordan Gahan, Metropolitan Police, was awarded the British Empire Medal in September, 1941.

Since the beginning of the heavy raids on the capital he dealt with no fewer than 22 incidents and proved a real leader and inspiration to all.

\*Mr. Jerome Collins, a war reserve constable of the City of London Police, was awarded the British Empire Medal for brave conduct in civil defence.

Although severely injured by a bomb he helped two women ambulance drivers to a first-aid post. He then returned to the scene of the explosion, found a man lying seriously wounded, and with help removed him from the debris.

\*P.C. William Hannon, of Failsworth, Manchester, was awarded the British Empire Medal.

He tunnelled for two and a half hours through debris to rescue a boy, and then continued on duty for forty hours, when he collapsed.

\*P.C. Terence Albert O'Connor, of Plymouth, was also awarded the British Empire Medal for civilian bravery.

Thomas McDonnell, of Mayo, was Commended.

He is a C.I.D. Chief attached to the Port of London Police, and saved a warehouse from serious fire when he knew that there was an unexploded bomb on the premises.

#### DOCTORS

Dr. Dominic Francis Murphy, acting Medical Superintendent of the Fulham Hospital, was made an Officer of the Order of the British Empire in May, 1941.

Dr. Murphy did magnificent work as senior resident surgeon in arranging the speedy evacuation of the wards when part of the hospital was struck in an

air raid. He is one of three Cork brothers who are doctors.

Dr. John Joseph McCarthy, of Islington, a native of Listowel, Co. Kerry, where his mother lives, and a graduate of University College, Dublin, was made a Member of the Order of the British Empire in September, 1941.

Dr. McCarthy worked heroically with a rescue party when, in a severe raid on London, bombs demolished a house, gas and water mains were fractured, and people were trapped under the wreckage. Dr. McCarthy entered a gasladen tunnel to attend to casualties and to administer oxygen to a trapped man. Four members of his rescue party constructed a tunnel through which the casualties were extricated. As the tunnel became filled with coal gas they worked in relays, but eventually two of them were overcome and had to be removed to hospital. As a result of the efforts of Dr. McCarthy and the four men nine lives were saved. In addition to the danger from the escaping gas the men were in constant peril from a damaged chimney-stack overhanging the scene of the operations.

Dr. McCarthy qualified in 1936, and has since been practising at Islington. He was Medical Officer of the Islington mobile unit for some months, but recently

joined the Royal Army Medical Corps and is now out East.

Dr. Bernard Doyle, of Stepney, was awarded the George Medal in June, 1941.

He carried out rescue work among the injured when a large building was hit and caught fire.

He is a native of Dublin and qualified at the National University of Ireland in 1912.

#### CIVIL DEFENCE WORKERS

Mr. Michael Martin, First Aid Party Officer at Birkenhead, and a native of Dun Laoghaire, was awarded the George Medal.

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He rescued several people trapped in the burning debris of a house during an air raid. His clothing caught fire, and the hoses had to be turned on him. He was also overcome by gas fumes.

\*Sergeant Daniel James Collins, an Irish member of the Cardiff Fire

Brigade, received the George Medal for bravery in fire-fighting.

He had previously been decorated with the Royal Humane Society's Bronze Medal for life-saving, the Cardiff Corporation Conspicuous Bravery Medal, the Silver and Bronze Medals of the Society for the Protection of Life from Fire, and the Coronation Medal of King George VI.

\*Mr. Michael Hogan was awarded the George Medal in November, 1941. Twice during a raid in January, on Portsmouth, Mr. Hogan was blown into the sea by the blast of high-explosive bombs, but each time he climbed out and continued with his rescue work. When a large shelter occupied by women and children was threatened by fire Mr. Hogan volunteered to remove them. Bombs were falling.

Mr. Jeremiah O'Brien was awarded the George Medal for bringing three men out of a blazing furnace-room and powder bay during a fire at his factory. Mr. O'Brien comes from Cork.

\*Mr. James Shannon, staff officer, A.R.P. Rescue Service, Nuneaton, was awarded the British Empire Medal.

He supervised rescue parties on the night of May 16th-17th, 1941, and released people trapped under dangerous buildings. He was twice buried. His car was struck by three incendiaries, and it was badly damaged by bomb blast.

\*Mr. James Slavin, 27-year-old Irish leader of an A.R.P. stretcher party at Deptford, London, was awarded the British Empire Medal for gallantry in civilian rescue.

When bombs had demolished houses a tunnel was made and contact established with four people. Mr. Slavin crawled into the tunnel and, although in continual danger of being buried and overcome by gas fumes, encouraged the trapped persons, and supplied them with drinks through a tube. Eventually he had to be withdrawn from the tunnel, owing to exhaustion through his efforts.

#### NURSES

Miss Catherine McGovern, the acting Matron at the Royal Chest Hospital, from Bailieborough, Co. Cavan, was awarded the George Medal in January,

She was badly cut and injured by falling debris, but refused to leave and continued to help in the removal of injured patients and staff. She then, supported by a policeman, went through the ruins to ensure that there was no possibility of anyone being left behind. The George Medal is Miss McGovern's fifth decoration. She served in France in the last war and received the Royal Red Cross Medal, the Mons Star, the General Service Medal and the Victory Medal.

Staff Nurse Patricia Marmion was awarded the George Medal in January, 1941.

At the Royal Chest Hospital, Nurse Marmion, eldest of seven children of Mrs. Marmion, of Skibbereen, and of the late Mr. Philip Marmion, M.R.C.V.S., was in charge of the men's ward when the hospital was bombed.

The ward was within 20 feet of where the heavy bomb dropped on the hospital, and she immediately took steps to calm her patients. Although herself

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cut about the face, she rescued an injured patient from a bed over which a heavy window frame had fallen and, balancing him on her shoulders, carried him down the stairs over masses of debris. Next she took steps personally to collect drugs and put them in a safe place. Her condition was such that she had to be taken to hospital.

A few days afterwards she was moved to another hospital. The same night this hospital was heavily bombed and a fire was started in the ward. Although the floor of the ward in which she was a patient was strewn with broken glass, Nurse Marmion unhesitatingly jumped out of bed and in her bare feet

assisted in taking other patients to safety.

Staff Nurse Mary Fleming and Senior Assistant Nurse Aileen Turner, of Grove Park Hospital, were awarded the George Medal in May, 1941.

When a high explosive bomb struck Grove Park Hospital, Nurse Turner and Nurse Fleming climbed through a first-floor window, crawled across the floor of a ward which was in a highly dangerous condition and released several patients who were trapped.

The quickness, coolness and courage of these two nurses resulted in all the

patients being rescued a few minutes before the floor collapsed.

Both nurses come from Eire.

Miss Norah Earls, Sister, Queen Alexandra's Imperial Military Nursing Service, was made an Associate of the Royal Red Cross (2nd Class).

Miss Earls has been in the Middle East since December, 1939, during which period she has carried out the arduous duties of Sister in the operating theatres of several hospitals. Posted to 62 General Hospital, she was again working in one of the operating theatres while in Tobruk, and carried out valuable and meritorious service during the extreme pressure of work at the time of the Knightsbridge battle and until evacuated from Tobruk. Her devotion to duty was outstanding and undoubtedly helped in the alleviation of much suffering of many of the wounded.

Miss Earls comes from Co. Monaghan.

Miss Lilian Ellen Murphy, Sister (acting Matron), Queen Alexandra's Imperial Military Nursing Service, was made an Associate of the Royal Red Cross.

This lady has been for the past two years an Acting Matron, first with 58 General Hospital, and later with 43 General Hospital. This last hospital, which was sited in three separate buildings in Jerusalem, all distant from each other, was most difficult to control. By her energy, hard work and devotion to duty she has carried out with great success this difficult duty and has co-ordinated and established in the unit a highly efficient state of nursing and comfort to the numerous patients of all types treated in this hospital.

Miss Murphy comes from Cork.

Miss Isabella Bingham Hazlett, Sister (Acting Matron), Queen Alexandra's Imperial Military Nursing Service, was made an Associate of the Royal Red Cross.

For ten months this lady was Assistant Matron of a General Hospital and for the last six months Acting Matron of a Combined General Hospital.

Throughout her time in the Middle East she has shown great devotion to duty, and in her present position by her tact, sympathetic bearing, and good control she has brought good nursing and efficient care to this hospital which deals with British and Indian casualties.

Miss Hazlett's home is in Moville, Co. Donegal.

Nurse Elizabeth Scully, an Irish nurse from Leix, was Commended.

The block which contained her ward was struck by a high-explosive bomb. The walls fell in and windows were blown out. Nurse Scully wrapped her patients in blankets, climbed in the darkness through a window, and pulled them to safety over mounds of glass and gaping holes. She was herself hurt and cut.

\* Born in Britain of Irish parentage

This issue is made up to February 29th, 1944.

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# MINISTRY OF INFORMATION,

# THE WAR IN THE FAR EAST

## A CHRONOLOGY

N.B.—This document is intended to provide back-ground information and to be used as reference material for books, articles, speeches, lectures, broadcasts, etc. The material it contains is authoritative, and is drawn from official and other specialist sources. While general acknowledgment may be made to such sources, the material should not be attributed specifically to the Ministry of Information. In using this document readers are asked to bear in mind the date of issue.

17th September, 1945.



SPECIMEN OF BRITISH WAR LITERATURE SUPPLIED FOR RECORD PURPOSES ONLY



# THE WAR IN THE FAR EAST

A Chronology of the principal naval, military and air actions (B.29s and carrier-borne aircraft only) in South-East Asia, the South-West Pacific, and the Central and North Pacific, and a list of the Allied Commanders in these theatres.

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# ALLIED COMMANDS IN THE FAR EAST

(as on 15th August, 1945)

#### SOUTH-EAST ASIA

Supreme Allied Commander—Admiral Lord Louis Mountbatten.

Deputy Supreme Commander-Lt.-General Raymond Wheeler (U.S.A.).

C.-in-C. East Indies Fleet-Admiral Sir Arthur J. Power.

C.-in-C. Allied Land Forces S.E.A.C.—Lt.-General Sir Oliver W. H. Leese.

C.-in-C. 14th Army-Lt.-General Sir William Slim.

C.-in-C. 12th Army-Lt.-General Sir Montague Stopford.

C.-in-C. U.S. Forces India-Burma Theatre—Lt.-General David I. Sultan (U.S.A.).

C.-in-C. U.S. Forces China, and Chief of Staff China Theatre—Maj.-General A. C. Wedemeyer.

Chief of Staff S.E.A.C.—Lt.-General F. A. M. Browning.

Deputy Chief of Staff S.E.A.C.—Maj.-General H. A. Fuller (U.S.A.).

C.-in-C. Allied Air Forces-Air Marshal Sir Keith Park.

C.-in-C. Eastern Air Command—Air Marshal W. A. Coryton.

#### PACIFIC AREA

C.-in-C. all Land Forces, Pacific-General Douglas MacArthur (U.S.A.).

C.-in-C. Pacific Ocean Areas—Admiral Chester W. Nimitz (U.S.A.). (Also C.-in-C. U.S. Pacific Fleet.)

Deputy C.-in-C. U.S. Pacific Fleet and Pacific Ocean Areas—Vice-Admiral John N. Towers.

C.-in-C. British Pacific Fleet-Admiral Sir Bruce A. Fraser.

C.-in-C. Strategic Air Forces, Pacific—General Carl Spaatz.

20th U.S.A.A.F. (B.29s)—Lt.-General N. F. Twining.

8th U.S.A.A.F.-Lt.-General J. Doolittle.

#### SOUTH-WEST PACIFIC

Commander U.S. Naval Forces-Vice-Admiral T. C. Kinkaid.

C.-in-C. Allied Land Forces—General Sir Thomas Blamey (Australian Army).

C.-in-C. Far Eastern Forces-Lt.-General C. G. Kenny (U.S.A.A.F.).

#### SOUTH PACIFIC

Commander U.S. Naval Forces-Vice-Admiral W. L. Calhoun.

#### NORTH PACIFIC

Commander U.S. Naval Forces-Vice-Admiral Frank J. Fletcher.

# CHRONOLOGICAL LIST

#### A. SOUTH-EAST ASIA

#### 1. BURMA

#### The Japanese Advance

23-25.12.41	Japanese raids on Rangoon and Mingaladon airfields.
15.1.42	Japanese advanced on Mergui and Tavoy.
19.1.42	British withdrew from Tavoy.
31.1.42	Japanese captured Moulmein.
15.2.42	British withdrew to Bilin river.
18.2.42	British withdrew from Salween river.
22-24.2.42	Battle of Bilin and Sittang bridgehead.
7-9.3.42	Evacuation of Rangoon and extrication of British forces from Pegu.
30.3.42	Chinese forces evacuated Toungoo.
30.31.4.42	Actions around Prome and Toungoo.
14-19.4.42	Battle of Yenangyaung.
29.4.42	Japanese cut Mandalay-Lashio railway; fall of Lashio.
1.5.42	Evacuation of Mandalay. Beginning of British retreat into India.
10.5.42	Final Japanese attacks repulsed at Kalemyo and British Army begar crossing into India.
	The Allies Return
	m

19.12.42	•				into	Burma	and	occupied	the	Maungdaw-
		Buthida	ung are	2.						

	•			
January,	Another British force	advanced to	Rathedaung,	investing a Japanese
1943	force there			

February- March 1943	Japanese launched attack against British troops around Rathedaung.

# April, 1943 British fell back to positions between Maungdaw and Buthidaung, and finally withdrew, leaving only light forces in Arakan hills at Paletwa.

miany withdrew, reaving only light forces in management and at material
On 16th February a guerrilla force of British, Burman and Gurkha troops,
commanded by the late Major-General Wingate, crossed from the west
bank of the Chindwin river into enemy-controlled territory. This force
traversed some 300 miles of jungle and disorganised the Japanese occu-
pation throughout Northern Burma, returning by the middle of May.
The expedition depended entirely on wireless communications and
supplies dropped from the air.

#### 1943-1944 CAMPAIGN

At a Press Conference in London in August, 1944, Lord Louis Mountbatten made a statement explaining the significance of the 1944 Burma campaign. "Enemyheld territory in the South-East Asia theatre extends some 2,500 miles southwards from the north of Burma. The front on which we are at present fighting in Burma alone extends some 700 miles and is second only in length to the Russian front."

In November, 1944, the total strength of the 14th Army was given as 750,000 men, of whom about one-third were troops from the United Kingdom. The 14th Army forms more than three-quarters of the ground troops fighting in Burma.

#### Arakan

December, 1943	During the last week of December, the 1943-1944 campaign opened with an attack by the 5th Indian Division on hill features covering Maungdaw and the enemy strongpoint at Roradil.
44 4 44	Principle Command against a consulting agent of the Management

- 11.1.44 British forward units patrolling east of the Mayu range.
- 6.2.44 British captured Maungdaw.
- 7.2.44 Japanese captured Taung Bazar.
- 9-29.2.44 Heavy fighting in Kaladan area and east and west of Mayu. Japanese seized Ngakyedauk Pass and for a time cut off 5th and 7th Indian Divisions on eastern side of Mayu range. Japanese force liquidated by British and Indian troops in strong counter-offensive; Ngakyedauk Pass recaptured.
- By 6.4.44 Whole of Buthidaung-Maungdaw road captured. Japanese lateral communications depended on river traffic on the Mayu river; and on the Maungdaw-Buthidaung road—the one metalled road in the Arakan.
- 4.4.44 West African forces captured Kaladan village.
- 4.5.44 High ground overlooking Buthidaung-Maungdaw road captured.
- 8.5.44 With start of monsoon, British withdrew from Kaladan, Paletwa and Buthidaung, but retained all high ground and strong defensive positions in Mayu range.

Arakan front stable; patrolling continued throughout the monsoon.

## Manipur

- March, 1944 Japanese advanced across Chindwin river and attacked all along Manipur front.
- 31.3.44 Japanese broke through on Kohima road north of Imphal; heavy fighting east of Kohima; British withdrew from Tiddim.
- April, 1944 Kohima under heavy Japanese pressure.
- May-June,
  1944

  Japanese succeeded in cutting main Dimapur-Imphal road, but Imphal garrison was supplied by air. 2½ divisions were flown into Imphal to defend the plain. British and Indian forces counter-attacked and Japanese forces retired in disorder. By 14th May, siege of Kohima was raised. Kohima was defended by 3,000 British troops, half of whom had been wounded previously. By end of June, the threat to India had been removed. The British and Indian forces continued to advance throughout the monsoon.

18.10.44 British and Indian troops recaptured Tiddim.

#### Northern Burma

- Summary: In the late summer of 1943, Chinese troops with American technicians under General Stilwell began to make a road from the railhead at Ledo over the Patkai mountains into Burma, to link up with the existing Burma Road into China. By the end of March, 1944, they had fought their way from the Hukawng Valley and entered the Mogaung Valley.
- Airborne troops (the Long Range Penetration Group) under the late Major-General Wingate were landed in the rear of the Japanese 18th Division, astride their communications on a line between Myitkyina and Mandalay.

Simultaneously, Chinese and American columns under Brigadier Merill were crossing the Kumon mountains and advancing towards Myitkyina.

17.5.44 Myitkyina airfield captured by Brigadier Merill's forces.

- 26.6.44 Units of the Long Range Penetration Group (now under Major-General Lentaigne) entered Mogaung from the south. They were joined by General Stilwell's Chinese forces from the north.
- 3.8.44 Chinese, British and American forces captured Myitkyina, the greatest Japanese base in northern Burma.

Mr. Churchill stated that the 10 Japanese divisions which had attempted the invasion of India had been repulsed—"It constituted the greatest collision which has yet taken place on land with Japan, and has resulted in the slaughter of between 50,000 and 60,000 Japanese." (28.9.44.)

14th Army casualties during past 12 months totalled 27,103. This figure does not include losses suffered by the 36th British Division from the day on which it passed under General Stilwell's command. Long Range Penetration Group casualties from March to September, 1944, totalled 3,717. (Kandy, 29.10.44.)

#### 1944-1945 CAMPAIGN

#### I. Arakan

- December, Troops of the 15th Indian Corps advanced down the coastal corridor of the Arakan Peninsula.
- 1.1.45 Rathedaung, a steamer station on the Mayu river, captured.
- 3.1.45 Akyab Island captured after a combined assault by sea, land and air forces.
- 12.1.45 British Commandos landed on Myebon Peninsula, in Hunters Bay, 35 miles south of Akyab.
- 21.1.45 Troops of 15th Indian Corps landed on Ramree Island.
- 24.1.45 Landing effected N.E. of the Myebon Peninsula and bridgehead established S.W. of Kangaw, near the main Japanese supply route to Taungup.
- 26.1.45 Royal Marines of the East Indies fleet landed on Cheduba Island.
- 30.1.45 Kangaw captured, enemy supply route south to Taungup cut.
- 11.2.45 Ramree town captured.
- 17.2.45 Amphibious landing on Ru-ywa on the Arakan coast, 65 miles S.E. of Akyab.
- 18.2.45 Ramree Island cleared of the enemy.
- 6.3.45 Tamandu on the Arakan coast captured by troops advancing south from Ru-ywa.
- 15.3.45 Amphibious landing at Letpan on the Arakan coast.
- 26.3.45 Taungup, main enemy supply base in Arakan, captured. Japanese escape route across the Arakan Yomas to Prome effectively cut.

  The fall of Taungup reduced remaining fighting in Arakan to mopping-up operations.

# II. China-Burma-India Project

With the fall of Myitkyina, the main Japanese base in Northern Burma, the enemy hold on the country dividing the Allies advancing from India from the principal routes into China began to loosen.

Troops of the Northern Combat Area under the Command of General Sultan continued their advance down the "railway corridor" towards Mandalay and their drive southwards down the Irrawaddy towards the old Burma Road.

- 30.10.44 Myohit, 24 miles from Bhamo, captured.
- 15.12.44 Troops of the Chinese 38th Division captured Bhamo.
- 22.12.44 British 36th Division captured Tigyian on the Myitkyina-Mogaung-Mandalay Railway. The railway was in use by this date to as far south as Naba, 132 miles south of Myitkyina.

27.12.44	Paghkan, on the road to Namhkam, captured by Chinese troops.
10.1.45	U.S. Army Survey announced the completion of the Ledo road to Myitkyina.
	American Mars Task Force in action south of Tonkwa.
23.1.45	Mongyu, the junction of the Ledo-Burma road to China, captured by Chinese troops. By the capture of Mongyu the land route to China was reopened after being closed since April, 1942.
28.1.45	First convoy of supplies from India crossed the Chinese frontier.
9.2.45	Nampakka on the old Burma road captured.
٠	British 36th Division in action north of Myitson on the Shweli and south of Twingye on the Irrawaddy.
23.2.45	Bawdin silver and lead mines captured by Chinese 50th Division.
8.3.45	Capture of Lashio. The clearance of the whole of the old Burma road from Lashio to Kunming (seat of the New Chinese Army H.Q.) now completed.
III. The	Advance from Manipur and Myitkyina to Mandalay
(a)	The Advance down the Railway
24.10.44	Mohnyin, south of Mogaung, captured by British 36th Division.
November	Continued advance southwards by British 36th Division.
3.12.44	Capture of Pinwe.
14.12.44	Indaw-Katha line announced as occupied by British 36th Division.
	Chindwin, linked up in the Wuntho area with troops of the British 36th Division.
(b)	The Advance from Manipur
18.10.44	Tiddim captured.
7.11.44	Kennedy Peak in the Chin Hills captured by 14th Army troops advancing along the Tiddim-Fort White road.
9.11.44	Fort White captured.
16.11.44	Capture of Kalemyo by East African troops. British and Indian troops advancing from Tiddim link up with those advancing from Tamu.
3.12.44	East African troops captured Kalewa on the Chindwin river.
4.12.44	Bridgehead across the Chindwin river established.
13.12.44	East African troops entered Shwegyin on the Chindwin.
18.12.44	14th Army troops, having crossed the 100-mile-wide hill belt east of the Chindwin, linked up in the Wuntho area with troops of the British 36th Division.
	Pinlebu, 45 miles east of Sittang, captured.
21.12.44	Troops of 4 Corps of the 14th Army captured Wuntho and Nankan on the Myitkyina-Mandalay Railway.
3.1.45	Yeu, important enemy supply base at the terminus of the western railway from Rangoon, captured by troops of 33 Corps.
8.1.45	Shwebo, 50 miles north-west of Mandalay, captured by troops of 4 Corps.
14.1.45	Troops of the British 36th Division crossed the Irrawaddy.
15.1.45	Two bridgeheads east of the Irrawaddy established at Thabeikkyin and Singu, north of Mandalay, by troops of the 19th Indian Division.
22.1.45	Monywa, on the Chindwin 60 miles north-west of Mandalay, captured.
12.2.45	Troops of the 20th Indian Division crossed the Irrawaddy 30 miles west of Mandalay.

- 14.2.45 Troops of 4 Corps crossed the Irrawaddy 120 miles south of Mandalay near Pagan.
- 19.2.45 Mechanised columns crossed the Irrawaddy and advanced towards Meiktila.

The stage was now set not only for the capture of Mandalay but for the destruction of the enemy forces in Central Burma. With the many bridgeheads across the Irrawaddy established, a drive on Mandalay became possible. That to the far south was so developed that the supply and evacuation lines between Rangoon and Mandalay were rapidly threatened. Indian armour sped across the rolling sandy country and held the dominating centres south of Mandalay against all attacks. Having seized the airfields at Meiktila, it began to receive reinforcements by air.

- 27.2.45 Armoured columns reached Meiktila.
- 5.3.45 Japanese resistance in Meiktila ended.
- 8.3.45 Troops of 19th Indian Division broke out from their bridgehead at Singu east of the Irrawaddy, while troops of the 2nd British and 20th Indian Divisions advanced from their bridgeheads south of the Irrawaddy towards Mandalay.
- 9.3.45 19th Indian Division entered Mandalay.
- 10.3.45 Mandalay Hill captured.
- 13.3.45 Maymo, east of Mandalay, captured.
- 20.3.45 Capture of Fort Dufferin.
- Fall of Mandalay.

  23.3.45 Pindala road junction 18 miles north of Meiktila captured. 20th Indian
- 7.4.45
  Announced that during the fighting in Central Burma, troops of the 33 and 4 Corps had decisively defeated the Japanese 15th Army. Remnants of this force attempted to escape eastwards into the Shan Hills. Over 17,000 Japanese killed and 200 guns captured or destroyed. Formations of the 33rd and 28th Japanese Armies also suffered considerable casualties in their attempts to reinforce the Japanese 15th Army.
- 12.4.45 Thazi—on the Rangoon-Mandalay railway—cleared of the enemy.

Division continued to advance southwards.

- 13.4.45 Kyaukpadaung, north-eastern gateway to the Central Burma oilfields captured.
- 19.4.45 Chauk captured.

# The Advance to Rangoon

While troops of 33 Corps continued mopping-up enemy forces east and northeast of Meiktila and cutting off their escape routes through the Shan Hills, mechanised columns of 4 Corps struck southwards in the direction of Rangoon.

- 25.4.45 Pyinmana captured.
- 26.4.45 Capture of Toungoo announced.
- Pegu by-passed, and the last natural defence line before Rangoon thus pierced. This was an advance of over 300 miles in three weeks against determined opposition.
- 2.5.45 Fall of Pegu.
- 2.5.45 Air and sea borne landings by troops of 15 Corps south of Rangoon on both banks of the Rangoon river.
- 3.5.45 Capture of Rangoon.
- Troops of 4 Corps advancing south from Pegu made contact with patrols of 15 Corps moving north from Rangoon, near Hlegu.
- 24.5.45 Bassein, second port of Burma, 88 miles west of Rangoon, captured.

With the advent of the monsoon, operations were confined to mopping-up. Three main sectors in which Japanese forces were still in considerable strength were

- (a) West of the Irrawaddy.
- (b) Between the Prome railway and the Rangoon-Mandalay railway.
- (c) East of the Rangoon-Mandalay railway.

In all some 64,000 Japanese troops were faced with annihilation. In their attempt to escape eastwards to the Shan Hills, the Japanese suffered heavy casualties.

- June, 1945 Formation of British 12th Army announced. Forming part of the Land Forces of South-East Asia Command, it was based on Rangoon and commanded by Lt.-General Sir Montague Stopford—the late Commander of 33 Corps.
- July, 1945

  Japanese attempt to break out from the Pegu Yomas, across the Mandalay-Rangoon road and the Sittang river to Siam. Japanese engaged by British 12th Army. Japanese casualties 11,000 killed or captured. British casualties 73 killed and wounded.

By August, 1945, 85 per cent. of Burma had been liberated. During the year's fighting 128,000 Japanese dead had been counted. British casualties in killed and missing were estimated at 20,000.

#### 2. CEYLON

- 4.4.42 Japanese aircraft attempted to raid Colombo and Ratmalana, losing 55 aircraft destroyed or damaged.
- 9.4.42 Japanese aircraft attempted to raid Trincomalee, losing 37 aircraft destroyed or probably destroyed.
- April, 1944 Headquarters of the South-East Asia Command moved to Kandy.

#### 3. NICOBAR ISLANDS

The Nicobar Islands were occupied by the Japanese in June, 1942.

#### The Allies Return

- 17.10.44 Units of the Eastern Fleet carried out a series of naval and air bombardments on Nancowry Harbour and other targets on Car Nicobar Island.
- 30.4.45
  Battleships, cruisers and destroyers of British East Indies Fleet bombarded airfields on Car Nicobar Island, followed on both days by carrier-borne air strikes.
- 7.5.45 Targets on Car Nicobar attacked by ships and aircraft of East Indies
- 5.7.45 Targets on Car Nicobar attacked by aircraft of British East Indies Fleet.

#### 4. ANDAMAN ISLANDS

#### The Japanese Advance

23.3.42 Japanese occupied the Andaman Islands.

#### The Allies Return

- 21.6.44 Units of the Eastern Fleet carried out an air strike against Port Blair, doing considerable damage to military installations.
- 19.3.45 Port Blair bombarded by destroyers of British East Indies Fleet.
- 30.4.45 Port Blair bombarded by battleships, cruisers and destroyers of East 1.5.45 Indies Fleet. Sweeps made by carrier-borne aircraft.
- 6.5.45. Ships and aircraft of East Indies Fleet attacked installations and shipping at Port Blair.
- 7.7.45 Nancowry attacked by naval aircraft and bombarded by units of East Indies Fleet.

#### 5. ANDAMAN SEA AND BAY OF BENGAL

- 26.3.45 Enemy convoy of 2 supply ships and 2 submarine chasers destroyed by destroyers of East Indies Fleet.

  Announced
  14.4.45 Destroyers of East Indies Fleet carried out further anti-shipping sweeps in Andaman Sea, off the South Burma coast, and off the north Andaman
- 14.4.45 in Andaman Sea, off the South Burma coast, and off the north Andaman Islands.
- Announced 3 destroyers of East Indies Fleet destroyed 10 small craft proceeding from Rangoon to Moulmein.
- 3.5.45 Ships and aircraft of East Indies Fleet attacked shipping in the Tavoy river.
- 4, 5, 6.5.45 Ships and aircraft of East Indies Fleet attacked Mergui and Victoria Point.

#### 6. MALACCA STRAIT

15, 15/16.5.45 Early on 15th May a Japanese cruiser of the Nati Class (10,000 tons) was attacked in the north Malacca Strait by carrier-borne aircraft of East Indies Fleet; during the night of 15/16th a force of 5 destroyers intercepted the enemy cruiser and sank her with torpedoes. An enemy Minnekazi Class destroyer which was in company with the cruiser was damaged.

#### 7. MALAYA

#### The Japanese Advance 7.12.41 Singapore bombed. Japanese landed in Kolontan, on N.E. coast of Malaya. 8.12.41 Japanese troops advanced from French Indo-China into Siam. 9.12.41 Japanese entered unopposed into Bangkok. 10.12.41 Japanese captured Khota Bahru airfield. H.M.S. Prince of Wales and H.M.S. Repulse sunk by Japanese aircraft off the Malayan coast. British evacuated Penang. 19.12.41 29.12.41 British withdrew from Ipoh district towards Slim river. 10.1.42 British evacuated Kuala Lumpur and withdrew to Johore. 30.1.42 British withdrew across the Johore Causeway to Singapore Island and breached the causeway. 9.2.42 Japanese landed on Singapore Island. 13.2.42 Japanese reached main reservoirs north and south of Singapore town. 15.2.42 Fall of Singapore. The Allies Return (B.29 attacks) 5.11.44 Singapore naval base bombed by U.S. B.29s from Indian base. Singapore military installations and George Town bombed by B.29s. 11.1.45 1.2.45 Singapore docks bombed by B.29s; 50,000, ton floating dock sunk. Military and communications targets on Malay Peninsula bombed by 19.2.45 B.29s. 2.3.45 Singapore bombed by B.29s. 10.3.45 Kuala Lumpur bombed by B.29s. 11.3.45 Singapore bombed by B.29s.

Singapore bombed by B.29s.

29.3.45

24-26.7.45 Carrier-borne aircraft of British East Indies Fleet attacked installations, airfields, inland transport and shipping targets on the west coast of the Malay Isthmus north of the Malacca Strait. Minesweeping operations were also carried out.

#### 8. SIAM (B.29 attacks)

- 27.11.44 Bangkok railway repair shops and warehouses attacked by B.29s.
  - 9. FRENCH INDO-CHINA (naval-air and B.29 attacks)
- 11:1.45 Saigon and Quinhon Bay areas—shipping attacked by carrier-borne aircraft of U.S. 3rd Fleet, sinking, among others, one light cruiser and several destroyers; 18 aircraft and 20 flying-boats also destroyed.
- 14.1.45 U.S. carrier-borne aircraft sank 41 ships and destroyed 112 aircraft in a strike against Indo-China.
- 27.1.45 Saigon bombed for first time by B.29s in 2,300-mile round trip from India.

#### B. CHINA

#### 1. LAND OPERATIONS

In the spring of 1944, the Japanese launched the greatest campaign undertaken by them in China since 1937. At that time, their territorial holdings in China were still divided, and intercommunication had depended upon traffic by sea. This, however, was becoming increasingly costly to maintain in face of the growing Allied pressure. The first Japanese objective was, therefore, the control of the Chinese railway system between the North and South, thus giving them a link between their main territories in China: (1) The Inner Zone bloc of industrially valuable territory, Manchuria, Korea, North China; (2) the Middle and Lower Yangtze Valley; and (3) Canton, Hongkong and other points on the southern coast. They hoped, secondly, to drive through a corridor to the Indo-China border and thus to establish land connection with the Japanese forces in South-East Asia. Thirdly, the successful conclusion of this operation would leave in Japanese hands many of the American airfields from which their operations in China and their shipping routes off the coasts might be menaced, as well as the industrial areas of Japan itself. Lastly, the difficulties in direction and administration of the various provinces of Free China might be expected to increase with the physical isolation of the southern and south-eastern provinces.

- Japanese took Chengchow, at the junction of the Peking-Hankow and Lunghai railways; one column advanced west towards Loyang on the Lunghai railway; another turned south down the Peking-Hankow railway to join with other forces advancing northwards from Hankow.
- 11.5.44 Japanese now controlled whole of Peking-Hankow railway.
- 20.6.44 Japanese took Changsha.
- 26.6.-8.8.44 Siege and fall of Hangyang (where the Hankow-Canton railway branches off from the spur line to Liuchow).
- 10.11.44 Fall of Kweilin (both American air bases as well as railway
- 10.11.44 Fall of Liuchow (towns).
- 15.11.44 Japanese reached Ishan, on KWANGSI-KWEICHOW railway, 60 miles west of Liuchow.
- 23.11.44 Japanese entered Nanning.
  - 6.12.44 Japanese captured Tushan, over KWEICHOW border.
  - 8.12.44 Chinese recaptured Tushan.
- 10.12.44 Japanese announced that their forces from Indo-China had linked up with forces which had advanced south-west from Nanning (capital of KWANGSI); the Japanese now controlled overland communications from Indo-China to Korea.
- 11.12.44 Japanese cleared out of KWEICHOW.

- 27.1.45 Link-up of Japanese forces driving along Hankow-Canton railway from north and south.
- 2.2.45 American air base at Suichwan (KIANGSI), east of Hankow-Canton railway, abandoned.
- 11.3.45 Chinese recaptured Suichwan.
- 21.3.45 Japanese launched offensive north-west of Hankow, in direction of American air base at Laohokow (N. HUPEH).
- 11.4.45 Fall of Laohokow.
- 8.4.45 Japanese launched offensive north-west from Paoching (S. HUNAN) towards American air base at Chihkiang; in 3 weeks they advanced 150 miles.
- 8.5.45 Chinese launched counter-offensive at eastern end of Chihkiang-Paoching highway.
- End of May, Chinese within 20 miles of Paoching; situation in HUNAN virtually 1945 restored.
- 18.5.45 Chinese captured Foochow and began advance northward up CHEKIANG coast.
- 27.5.45 Japanese abandoned Nanning; Chinese began advance up Nanning-Liuchow road.
- By 10.6.45 Japanese in KWANGSI retreating towards Pingsiang, last town before French Indo-China frontier.
- 14.6.45 Ishan, north-west of Liuchow, captured by Chinese advancing down KWEICHOW-KWANGSI railway.
- 18.6.45 Chinese entered treaty port of Wenchow, CHEKIANG.
- By 25.6.45 Chinese converging from south-west and north-west fighting in suburbs of Liuchow.

  Chinese now controlled 200 miles of FUKIEN-CHEKIANG coast.
- 1.7.45 Chinese recaptured Liuchow.
- By 3. 7. 45 With capture of Loyung, Japanese cleared entirely from southern KWANGSI; almost the whole of the Sikiang valley, except for the port of Woochow, now in Chinese hands.
- 6.7.45 Chinese reoccupied Kiennan, Lungnan and Tingnan, north-east of Canton.
- Japanese in south KWANGTUNG, advancing inland from Liuchow peninsula, captured Yeungkong and were engaged in that area by the Chinese.
- By 16.7.45 Chinese advancing along Liuchow-Kweilin railway and highway were within 50 miles of Kweilin, capital of KWANGSI.
- 10.7.45 Nankang, southern KIANGSI, captured by Chinese.
- 10-17.7.45 Chinese fought for and recaptured Kanhsien, southern KIANGSI.
- 27.7.45 Chinese captured Kweilin, other forces advancing over 30 miles northeast of Kweilin.
- 8.8.45 Chinese reoccupied Kukiang Island, near Foochow, capital of FUKIEN.
- 11.8.45 Chinese reoccupied Woochow, 105 miles west of Canton.

#### 2. AIR OPERATIONS (naval-air and B.29 attacks)

- 29.7.44 Tangku (HOPEI) attacked by B.29s.
- 21.11.44 Shanghai military storage and transhipment facilities and Nanking warehouses attacked by B.29s.
- 17.12.44 Hankow storage facilities and docks attacked by B.29s.
- 19.12.44 Shanghai and Nanking attacked by B.29s.

- 13-15.1.45. Over 104,000 tons of enemy shipping destroyed and much damage done ashore by carrier-borne aircraft of U.S. Pacific Fleet attacking South China coast.
- 30.1.45 Hankow dock and warehouse area attacked by B.29s.

#### 3. MANCHURIA

29.7.44	Anshan attacked by B.29s.
9.9.44	Further attacks by B.29s on unnamed targets in Manchuria announced.
21.12.44	Mukden, Manchuria, aircraft works attacked by B.29s.
8.8.45	U.S.S.R. declared war on Japan.

The Russian campaign in Manchuria consisted of the envelopment of the three main Japanese fortified areas, the Hailar-Solun area in western Manchuria, the Sungari-Sakhalyan area in northern Manchuria, and the maritime area in eastern Manchuria.

- 9.8.45 Red Army troops crossed the border of the Maritime Provinces in the area of Khabarovsk, and 1,000 miles to the westward the Transbaikal frontier was also crossed.
- 10.8.45 100-mile advance at western end of Red Army's 1,000-mile front. Hailar captured.
- 12.8.45 Khingan range of mountains crossed. Russians advanced between the Sungari and Ussuri rivers.
- 13.8.45 Fugdin captured.
- 17.8.45 Chiamussu on the Sungari river captured. Taoan in western Manchuria captured. 20,000 Japanese surrendered.
- 19.8.45 Soviet airborne troops landed at Harbin, Kirin, Chanchun, Tiensin and Mukden. Units of Kwantung army continued to surrender.
- 22.8.45 Soviet airborne troops landed in Dairen and Port Arthur. Further units of Kwantung army surrendered.
- 23.8.45 Order of the Day from Marshal Stalin announced the occupation of the whole of Manchuria by Red Army troops.

# C. JAPANESE HOME TERRITORY

# 1. JAPAN (naval, naval-air and B.29 attacks)

- 18.4.42 U.S. bombers from the aircraft-carrier Hornet bombed Tokyo, Kobe, Yokohama and Nagoya.
- 15.6.44 U.S. B.29s bombed Tokyo and Yawata (Kyushu).
- 6/7.7.44 U.S. B.29s bombed Sasebo, Yawata and Omura (Kyushu).
- 10.8.44 U.S. B.29s bombed Nagasaki and Yawata.
- 20.8.44 U.S. B.29s bombed Yawata.
- 20/21.8.44 U.S. B.29s bombed targets on Kyushu.
- 11.11.44 Omura aircraft works (Kyushu) attacked by B.29s.
- 21.11.44. Omura aircraft works attacked by B.29s.
- 24.11.44 Musashima aircraft plant and other industrial targets in N.W. Tokyo attacked by B.29s.
- 27.11.44 Tokyo waterfront attacked by B.29s.
- 28/29.11.44 First night attack on Tokyo by B.29s.
- 13.12.44 Nagoya (Mitsubishi aircraft plant and other war industries) attacked by about 100 B.29s.

17.12.44	Nagoya attacked by about 100 B.29s.
18/19.12.44	Nagoya attacked by B.29s.
19.12.44	Omura aircraft plant, among other targets, attacked by B.29s.
19/20.12.44	Tokyo bombed by B.29s.
22.12.44	Nagoya attacked by B.29s.
24.12.44	Tokyo attacked by B.29s.
3.1.45	Nagoya attacked by B.29s.
6.1.45	Omura aircraft plant and other targets attacked by B.29s.
9.1.45	Tokyo attacked by B.29s.
14.1.45	Honshu Island, industrial targets, attacked by B.29s.
19.1.45	Akashi, Kawasaki aircraft plant, attacked by B.29s.
23.1.45	Nagoya attacked by B.29s.
27.1.45	Tokyo attacked by B.29s.
4.2.45	Kobe attacked by B.29s.
10.2.45	Ota, Nakajima aircraft factory, attacked by B.29s in greater strength than ever before
15.2.45	Nagoya attacked by B.29s. (In connection with this raid it was disclosed that Tinian, as well as Saipan, was being used as a B.29 base.)
15-16.2.45	Tokyo and Yokohama areas attacked for first time by U.S. carrier-borne aircraft. Over 659 enemy aircraft and 36 ships destroyed or damaged for loss of 49 U.S. aircraft.
18/19.2.45	Tokyo attacked by B.29s.
19.2.45	Nakajima and Musashima aircraft plants and other targets at Tokyo bombed by U.S. B.29s.
<b>25.2.45</b>	200 B.29s attacked military, air and naval installations at Tokyo concurrently with attacks by carrier-borne aircraft of U.S. Pacific Fleet; 223 enemy aircraft destroyed or damaged, and 17 enemy ships probably sunk.
3, 4.3.45	Tokyo attacked by B.29s.
9/10.3.45	Tokyo attacked by more than 350 B.29s with 1,000 tons of incendiaries.
11.3.45	Nagoya attacked by 300 B.29s with 2,000 tons of bombs.
13.3.45	Osaka attacked by B.29s with 2,000 tons of incendiaries.
17.3.45	Kobe attacked by B.29s with 2,500 tons of incendiaries.
18.3.45	Nagoya attacked by 300 B.29s with 2,000 tons of incendiaries. Strong forces of U.S. carrier-borne aircraft attacked air bases and installations on Kyushu.
19.3.45	Nagoya attacked by 300 to 350 B.29s. U.S. carrier-borne aircraft raided Kobe and Kure on Honshu.
20-21.3.45	Following attack on Japan's Inland Sea on 19th air battles between U.S. carrier-borne and Japanese land-based aircraft continued over 2 days.
25.3.45	Nagoya (Mitsubishi aero-engine plant) attacked by 255 B.29s.
27.3.45	Industrial and military targets on Kyushu attacked by 150 B.29s.
29-30.3.45	U.S. naval aircraft attacked air bases and other targets on Kyushu.
30.3.45	Nagoya attacked by B.29s.
1, 2.4.45	Tokyo attacked by B.29s.
3.4.45	Shizuoka, Tachikawa and Kiozumi (Honshu Island) attacked by 300 B.29s.
7.4.45	Tokyo and Nagoya attacked by 300 B.29s with fighter escort.
	45 Tokyo attacked by B.29s.
19-21.4.45	Airfields on Kyushu Island bombed daily by B.2%.

<b>23.4.4</b> 5	Tachikawa aircraft works attacked by 100-150 B.29s.
26-30.4.45	Airfields on Kyushu bombed daily by B.29s.
3, 4, 8.5.45	Airfields on Kyushu bombed by B.29s.
10.5.45	Over 400 B.29s dropped 2,000 tons of bombs on oil storage and petro refining areas on Kyushu.
11.5.45	Airfields and industrial targets on Honshu bombed by B.29s.
13.5.45	Nagoya attacked by 500 B.29s with 3,500 tons of bombs.
13, 14.5.45	U.S. carrier-borne aircraft attacked 18 air bases and other targets or Honshu and Shikoku, destroying or damaging possibly as many as 357 enemy aircraft.
16.5.45	Nagoya attacked by 500 B.29s.
18.5.45	Tokyo and Nagoya attacked by 300 B.29s with 2,000 tons of bombs.
22.5.45	Targets on Shikoku attacked by U.S. naval aircraft.
23.5.45	Tokyo attacked by 550 B.29s with 4,500 tons of bombs, including 750,000 incendiaries.
23, 24.5.45	Targets on Honshu attacked by U.S. naval aircraft.
24.5.45	Installations on Kyushu attacked by U.S. carrier-borne aircraft.
25/26.5.45	Tokyo attacked by 500 B.29s with 4,000 tons of incendiaries.
28.5.45	Yokohama port area attacked by 450 B.29s, escorted by fighters of 7th U.S.A.A.F., with 3,200 tons of bombs.
31.5.45	Osaka attacked by 450 B.29s, escorted by fighters of 7th U.S.A.A.F., with 3.200 tons of bombs.
2.6.45) 3.6.45)	Carrier-borne aircraft of U.S. 3rd Fleet attacked airfields on Kyushu.
4.6.45	Kobe bombed by B.29s woth 3,000 tons.
6.გ.45	Osaka bombed by B.29s.
8.6.45	Aircraft factories at Osaka, Nagoya and south-west of Kobe bombed by B.29s.
8, 9.6.45	Carrier-borne aircraft of U.S. 3rd Fleet attacked airfields on Kyushu.
9.6.45	Seaplane base and engineering works in Tokyo area bombed by B.29s.
10.6.45	Five targets on Honshu bombed by B.29s.
14.6.45	Osaka and Amagasaki bombed by 500 B.29s with 3,000 tons.
17.6.45	Omuta and Kagoshima, Hamamatsu and Yokkaichi (Honshu) bombed by 450 B.29s with 3,000 tons.
19.6.45	Shizuoka and Toyonashi bombed by B.29s with 3,000 tons.
21.6.45	Kure naval base and aircraft plants at Nagoya, Akashi and Tamashima bombed by B.29s.
22.6.45	Five aircraft plants in south-west Honshu bombed by B.29s.
25.6.45	Aircraft and ammunition plants at Nagoya, Kagamigahara, Osaka and Akashi bombed by B.29s.
25/26.6.45	Yokkaichi bombed by B.29s.
28.6.45	Sasebo, Moji, Yama and Nobeoka bombed by B.29s.
29.6.45	Kudamatsu oil refinery bombed by B.29s.
1.7.45	Kure, Ube and Kumamoto attacked by record force of 600 B.29s.
2.7.45	Shimotsu oil refinery bombed.
3.7.45	Himeji, Tokushima, Takamatsu and Kochi bombed by 500 B.29s.
6.7.45	Kofu, Chiba, Shimizu, Shimotsu and Akashi bombed by 600 B.29s with 4,000 tons.

- Announced that over 1,000 carrier-borne aircraft of U.S. 3rd Fleet 9.7.45 attacked Tokyo area. Gufu, Sakai, Wakayama, Sendai and Yokkaichi bombed by B.29s. 10.7.45 Carrier-borne aircraft continued to attack Tokyo. Uwajima (off Shikkoku), Ichinomiya, Tsuruga and Kawasaki bombed 12,7,45 by B.29s with 3,000 tons. Carrier-borne aircraft of U.S. 3rd Fleet attacked installations on North 14.7.45 Honshu and Hokkaido. Japan attacked from sea for first time in 80 years, when U.S. warships operating as close as three miles offshore fired 1,000 tons of shells on Kamaishi. Industrial targets bombed by B.29s. 15.7.45 1.000 tons of shells fired on Muroran. Carrier-borne aircraft attacked cities on Hokkaido.
- 128 enemy ships and 92 aircraft destroyed. Kudamatsu oil refinery bombed by B.29s.
- Carrier-borne aircraft from combined fleet of British and U.S. warships 16.7.45 attacked targets in the Tokyo area. Four cities attacked by 500 B.29s.
- 17.7.45 Units of British Pacific Fleet (including H.M.S. King George V) and U.S. 3rd Fleet bombarded Hitachi. Carrier-borne aircraft of combined fleet attacked targets north of Tokyo.
- 18.7.45 Units of combined British and U.S. Fleet attacked Tokyo area and Yokosuka. British naval aircraft attacked shipping at Choshi and U.S. forces bombarded installations in Nojima Cape area.
- Choshi, Hitachi, Fukui, Okasaki, and an oil refinery in the Osaka-19.7.45 Amagasaki area bombed by 600 B.29s.
- 22.7.45 Ube coal liquefaction plant bombed.
- 23.7.45 Destroyers of combined fleet attacked shipping in Sagami Bay and aircraft of U.S. 3rd Fleet attacked Kure.
- Units of combined British and U.S. Fleet bombarded Shimuzu. Carrier-borne aircraft attacked airfields round Nagoya and shipping at Maizura. 89 enemy ships sunk or damaged and 178 aircraft destroyed. 30.7.45
- 30/31.7.45 Destroyers of U.S. 3rd Fleet bombarded Shimuzu.
- 1.8.45 Hachioyi, Toyama, Nagoka, Mita and Kawasaki petroleum establishment bombed by 820 B.29s with 6,600 tons of bombs.
- Obe synthetic oil centre and three other towns bombed by 580 B.29s 5/6.8.45 with 3,850 tons.
- 6.8.45 Atomic bomb dropped on Hiroshima.
- 7.8.45 Toyokawa naval arsenal bombed by B.29s with 800 tons.
- 8.8.45 Aircraft plants in Tokyo, targets at Fukuyama and Yawata bombed by B.29s; mines laid in Rashin (Korea) harbour, and others.
- 9.8.45 1,200 carrier-borne aircraft of the combined British and U.S. Fleet attacked Koriyama, Masuda, Matsushima, Nigata, Sendai and Yabuki on Honshu, and Kamaishi was shelled by heavy surface units. Amagasaki oil refinery bombed. Atomic bomb dropped on Nagasaki.
- 10.8.45 1,200 carrier-borne aircraft of combined fleet attacked targets on Honshu. Nine warships and 46 other enemy vessels were destroyed and 30 others damaged. 711 enemy aircraft were destroyed or damaged.
- Carrier-borne aircraft of combined fleet attacked the Tokyo area, destroy-11-13.8.45 ing and damaging over 400 enemy aircraft.
- 13.8.45 1,600 carrier-borne aircraft of British and U.S. Fleet attacked the Tokyo arca.



14.8.45 Carrier-borne aircraft of U.S. 3rd Fleet attacked targets in the Tokyo area.

Kure and Hikari naval base, Marifu railyards and Osaka arsenal bombed by 400 B.29s.

# 2. CHINA SEAS, FORMOSA, PESCADORES AND RYUKYUS (naval, naval-air and B.29 attacks)

9-17.10.44 Carrier-borne aircraft of U.S. Pacific Fleet made a series of attacks and offensive sweeps against targets on the Ryukyu Islands, Formosa and the Pescadores Islands. Three operations by B.29s over the same area occurred on 14th, 16th and 17th October.

Over 900 Japanese aircraft were destroyed and some 300 vessels of all types were sunk or damaged.

(a) Formosa (naval, naval-air and B.29 attacks)

- 2-3.2.45 Railway system and 24 airfields attacked by carrier-borne aircraft of U.S. Pacific Fleet.
- 9.1.45 Targets bombed by B.29s from China.
- 14.1.45 Targets bombed by B.29s from China.
- 20.1.45 Takao dock and industrial areas and airfields attacked by carrier-borne aircraft of U.S. Pacific Fleet.
- 12.4.45 Shinchiku and Kiirun airfields attacked by carrier-borne aircraft of British Pacific Fleet.
- 13.4.45 Shinchiku and Matsuyama airfields attacked by British carrier-borne aircraft, and shore targets bombarded.
  - (b) Pescadores Islands (naval air attacks)
- 20.1.45 Targets attacked by carrier-borne aircraft of U.S. Pacific Fleet.
  - (c) Ryukyu Islands (also known as Nansei Shoto and Liu Chu Islands)

# Naval and carrier-borne air attacks

- 2-3.1.45 Targets attacked by carrier-borne aircraft of U.S. Pacific Fleet.
- 20.1.45 Targets attacked by carrier-borne aircraft of U.S. Pacific Fleet.
- 1.3.45
  U.S. carrier-borne aircraft attacked Amami, Kume, Okinawa, Tokuno and Okino-Yerabu. One enemy destroyer and 12 other vessels were sunk.
- 23, 24.3.45 U.S. carrier-borne aircraft attacked targets on Ieshima and Minami, while coastal targets were shelled by fast battleships.
- 25.3.45 U.S. carrier-borne aircraft destroyed a convoy west of the Amami Group, sinking 2 destroyers and 6 other ships.
- 26.3.45

  Carrier-borne aircraft of U.S. Fleet continued attacks on Ryukyus, and Okinawa was bombarded.

  A carrier task force of the British Pacific Fleet, operating with the U.S. 5th Fleet, attacked islands in the Sakishima Group.
- 27.3.45 Attacks on Okinawa continued.

  British Pacific Fleet task force continued attack on Sakishima Group.
- British Pacific Fleet task force continued attack on Sakishima Gre 28/29.3.45 U.S. naval and naval-air attacks on Okinawa continued.
- 30.3.45 U.S. naval and naval-air attacks continued.
  British Pacific Fleet task force attacked Sakishima Group.
- 31.3.45 British Pacific Fleet task force continued to attack targets in the Sakishima Group.
- 2.4.45 British naval-air attacks on Sakishima Group continued.
- 3.4.45 U.S. carrier-borne aircraft attacked Amami Group.

- 6, 7.4.45 British carrier-borne aircraft attacked airfields and installations on Miyako and Ishigaki Islands in the Sakishima Group.
- 7.4.45 Naval Battle. On 7th, in an action lasting less than three hours and taking place only 60 miles south of Kyushu, aircraft of Admiral Mitscher's Pacific Pleet task force sank the 45,000-ton battleship Yamato, 2 Japanese cruisers, and 3 destroyers in battle for the mastery of the seas in the Ryukyus area. 30 Japanese aircraft were destroyed for the loss of 7 U.S. aircraft.
- 12/13.4.45 In heavy Japanese attack on British and U.S. Fleets in Ryukyus area enemy lost 118 aircraft.
- 18.4.45 U.S. carrier-borne aircraft attacked targets in Amami Group.
- 19, 20.4.45 U.S. carrier-borne aircraft attacked targets in the Amami and Sakishima Groups.
- 21.4.45 U.S. carrier-borne aircraft continued attacks on targets in Sakishima Group.
- 25.4.45 U.S. carrier-borne aircraft attacked targets in the Sakishima Group.
- 29/30.4.45 U.S. carrier-borne aircraft attacked Tokunoshima, Amamioshima and Kikaishima.
- 30.4.45 U.S. carrier-borne aircraft attacked targets in the Sakishima Group.
- 4, 5.5.45 Battleships and cruisers of British Pacific Fleet bombarded Miyako Island in Sakishima group in two-day attack.
- 12.5.45 Carrier-borne aircraft of British Pacific Fleet attacked Miyako and Ishigaki Islands in the Sakishima Group.
- 16, 17.5.45 Towns, airfields and coastal shipping in Sakishima Group attacked by carrier-borne aircraft of British Pacific Fleet.
- 19-23.5.45 Targets in Amami Group under regular attack by U.S. carrier-borne aircraft.
- 20, 21.5.45 Carrier-borne aircraft of British Pacific Fleet attacked installations in the Sakishima Group.
- 22, 23.5.45 U.S. carrier-borne aircraft attacked Ishigaki and Miyako Islands in Sakishima Group.
- 24.5.45 Carrier-borne aircraft of both British and U.S. Pacific Fleets attacked targets in Sakishima Group.
- 29.5.45 U.S. carrier-borne aircraft attacked targets in Amami Group.
- 29, 30.5.45 U.S. carrier-borne aircraft attacked targets in Sakishima Group.
- 1-15.6.45 U.S. carrier-borne aircraft attacked targets in the Sakishima Group.
- 16.6.45 Targets in the Amami Group attacked by Army, Marine and carrier-borne aircraft.
- 19, 22,6.45 U.S. naval aircraft attacked targets in the Sakishima Group.

#### **Land Operations**

- 26.3.45 U.S. forces occupied the Kerama Islands, 15 miles off the south-western coast of Okinawa.
- 1.4.45 Infantry and Marines of U.S. 10th Army landed almost unopposed on west coast of Okinawa Island.
- 2.4.45 U.S. forces thrust across to east coast, cutting island in two and beginning two advances, northward and southward. Two captured airfields in use by this date.
- 3.4.45 Advances northward proceeded against negligible resistance. Troops pressing southward against fixed defences reached point 6 miles north of Naha, the capital.
- 10.4.45 Tsugen Island, off Okinawa, occupied by U.S. forces.
- 14.4.45 Keufu, off Okinawa, occupied by U.S. forces.



16.4.45 Advance northward on Okinawa continued on Ishikawa Isthmus and Motobu peninsula. 16.4.45 In south enemy counter-attacked from defence line 4 miles north of Naha. Ieshima Island, off Motobu peninsula, occupied. 19.4.45 Strong U.S. attack, supported by artillery, air and naval bombardment launched against southern defence line. 20.4.45 Motobu peninsula in north occupied. 23.4.45 Islands of Yagachi, Heanza and Kouri off Okinawa occupied. 23, 24.4.45 In advance southward Ishin and Kakazu captured. In first days of May Japanese launched strong counter-offensive from May, 1945 southern defence line. By 5th Americans resumed offensive and new ground was reached. 12.5.45 Naha City reached after heavy fighting. Torishima Island occupied by U.S. forces. 14.5.45 Capture of Yonabaru airfield on eastern end of line completed. Sugarloaf Hill, the main bastion for Yonabaru and Shuri on its west, was captured after changing hands 15 times. 23.5.45 Further crossing of the Asato River made to enable reinforcements to enter Naha City. 24.5.45 Two bridges built across Asato River into Naha. 25.5.45 U.S. tanks operating in Naha, and eastward defences of Shuri in the centre of the line under U.S. fire. 26.5.45 Japanese began withdrawal from Shuri fortress. 29.5.45 All Naha west of Asato River-Harbour Canal and north of Harbour in U.S. hands. 30.5.45 Drive on Shuri from Naha and Yonabaru continued and the fortress was entered. 1.6.45 Capture of Shuri completed. 2.6.45 Chan (eastern sector) captured. 3.6.45 Chinen peninsula cut off: Sashiki and Kamizato captured. 4.6.45 Landings made on Oroku peninsula in south-west. 5.6.45. Occupation of Chinen peninsula completed. 6.6.45 Capture of Naha airfield completed. In south-east three U.S. divisions launched heavy attacks on well-10.6.45 defended Yaeju Dake escarpment. 11.6.45 All but 16 square miles of Okinawa in U.S. hands. 22.6.45 U.S. flag raised over island of Okinawa and all organised resistance Mopping-up continued in the south. 24.6.45 Japanese casualties in 82 days of campaign: 101,853 killed, 7,902 prisoners. 30.6.45 Announced that Kume, 50 miles west of Okinawa, occupied by U.S. forces. 24.7.45 Since cessation of organised resistance on Okinawa further 14,000 of enemy killed.

## 3. VOLCANO ISLANDS

8.11.44 Iwo Jima Island bombed and shelled by B.29s and U.S. warships.

25-26.12.44 Iwo Jima bombed and shelled by carrier-borne aircraft and ships of U.S. Pacific Fleet.



24.1.45 Targets in Volcanoes attacked by U.S. naval aircraft. 30.1.45 Iwo Iima attacked by B.29s. 15-18.2.45 Iwo Jima shelled by warships of U.S. 7th Fleet, including several battleships. 18.2.45 Two Divisions of U.S. Marines landed on Iwo Jima, meeting very heavy opposition. 19,2,45 Southernmost airfield on Iwo Iima captured. 23.2.45 Mount Suribachi captured. Advance continued. 28.2.45 U.S. Marines captured Motoyama, principal town of Iwo Jima. 2.3.45 Japanese forces in northern Iwo Jima cut in two by 700-yard wedge driven into their line. 5.3.45 By this date four-fifths of the island of Iwo was in U.S. hands. 6.3.45 Offensive on Iwo resumed after heaviest artillery barrage of campaign. 11.3.45 By this date enemy forces in north Iwo were divided into three separate U.S. casualties numbered 2,050 killed, twice the losses suffered at Tarawa. 14.3.45 United States flag formally raised on Iwo Jima. Central airfield on Iwo placed in U.S. operation. 16.3.45 Organised resistance ended when Marines broke last enemy line at Kitano Point in the north.

Japanese casualties: 21,000 killed or captured, mostly killed. U.S. casualties: 19,938, of which 4,189 were killed. 12.5.45 Minami Iwo Iima bombarded by cruisers and destroyers of U.S. Pacific Fleet. KURILES 13.9.43 U.S. Navy bombers attacked Paramushiro, Japanese naval and air base in the Kuriles, for the first time. U.S. naval units and carrier-borne aircraft attacked and bombarded 4, 5.2.44 Paramushiro. 14.6.44 U.S. naval task force attacked Matsuwa Island. Matsuwa bombarded by U.S. naval task force. 21.11.44 5.1.45 Paramushiro installations bombarded by U.S. warships. 8.2.45 Shimushu radio and lighthouse installations attacked by rocket-firing U.S. naval aircraft. 16.3.45 U.S. warships bombarded Matsuwa. 18.3.45 Enemy positions bombarded by U.S. warships. 20.5.45 Paramushiro coast shelled by light units of U.S. Pacific Fleet. 5.6.45 Kataoka naval base (Shimushu) bombed. 10.6.45 Onnekotan, Araido and Shimushu attacked. Kataoka naval base and installations on Paramushiro attacked. 12.6.45 25.6.45 Convoy in Sea of Okhotsk attacked by light naval units of U.S. Pacific Fleet. 3 enemy vessels sunk and 2 damaged. 5, 12.7.45 Kataoka naval base bombed. 21.7.45 Paramushiro bombarded by light units of U.S. Pacific Fleet. 7.8.45 Kataoka bombed. 12.8.45 Installations on Matsuwa and Paramushiro bombarded by U.S. warships. 11 enemy vessels sunk. 22.8.45 Russian troops landed on Shimushu, 23:8.45 By this date Russian troops had occupied south Sakhalin and Paramushiro,

and completed the occupation of Shimushu.

- 26.8.45 Islands of Onnekotan, Shashikotan and Matsuwa occupied by Red Army troops.
- 28.8.45 Shishiry, Urup and Iterup occupied and occupation of southern Sakhalin completed.

# 5. BONIN ISLANDS, HACHIJO JIMA AND OKINODAITO ISLAND (naval air attacks)

#### **Bonin Islands**

- 20.11.44 Raided by U.S. naval aircraft.
- 15.2.45 Attacked by U.S. carrier-borne aircraft.
- 6, 7, 9.3.45 Attacked by U.S. carrier-borne aircraft.
- 23.7.45 Omura bombarded by destroyers of U.S. Pacific Fleet.

#### Hachijo Jima

26.2.45 Attacked by U.S. carrier-borne aircraft.

#### Okinodaito

- 1/2.3.45 Attacked by U.S. carrier-borne aircraft.
- 9,6.45 Ammunition dumps, radio installations and other targets bombarded by U.S. warships.

## D. NETHERLANDS EAST INDIES AND NEW GUINEA

#### 1. NETHERLANDS EAST INDIES

- 1942 The Japanese Advance.
- Borneo. Japanese occupied Tarakan on 10th January; Balikpapan on 25th January.
- Celebes. Japanese landings 10th January.
- Moluccas. Japanese occupied Amboina on 26th February.
- Sumatra. Japanese occupied Palembang on 14th February; Medan on 13th March.
- Bali. Japanese landing on 19th February.
- Timor. Japanese landing on 10th February.
- Java. Japanese landing on 28th February; Batavia occupied on 6th March; Soerabaia on 9th March.

#### The Allies Return

#### Naval, naval-air and B.29 attacks

- 19.4.44 Carrier-borne aircraft of an Anglo-American task force attacked Sabang and Lho Nga airfields on Sumatra; also dock installations and shipping at Sabang. At least 25 Japanese aircraft were destroyed; Allies lost one aircraft but the pilot was saved.
- Aircraft of an Anglo-American carrier task force attacked Japanese naval base at Soerabaia in Java; 10 ships were sunk, 2 floating docks and naval and oil installations damaged; 19 Japanese aircraft were destroyed and one Allied aircraft lost.
- 25.7.44 Units of Eastern Fleet bombarded Sabang, almost completely destroying the harbour installations.
- 10/11.8.44 Palembang (Sumatra) oil refinery bombed by U.S. B.29s.
- 24.8.44 Carrier-borne aircraft of Eastern Fleet bombed the Indaroeng cement plant near Padang (Sumatra).
- 5.11.44 Pangkalan Brandan (Sumatra) oil refinery bombed by U.S. B.29s.
- 20.12.44 Belawan Deli (Sumatra) harbour and oil installations, airfields in the Sabang area, and anchorage at Ulee Lhoe attacked by carrier-borne aircraft of East Indies Fleet.
- 4.1.45 Pangkalan Brandan oil refinery attacked by carrier-borne aircraft of East Indies Fleet.

- 24.1.45 Pladjoe (Sumatra) oil refinery attacked by carrier-borne aircraft of East Indies Fleet.
- 29.1.45 Soengei Gerong (Sumatra) oil refinery attacked by carrier-borne aircraft of British East Indies Fleet.
- 17.3.45 Sigli in Northern Sumatra bombarded by destroyers of East Indies Fleet.
- 14-20.4.45 Units of East Indies Fleet operated off Sumatra: Sabang bombarded by battleships and cruisers; Koetaradja by destroyers; Padang and Emmahaven attacked by carrier-borne aircraft. 6 small enemy supply ships sunk by destroyers.
- 27-30.4.45 Bombardments by U.S. and Royal Australian naval units prior to landings on Sadoe and Tarakan (see below).
- 20.6.45 Airfields and shipping in northern Sumatra and the Malacca Strait bombed by aircraft of British East Indies Fleet.
- 5-10.7.45 Sustained minesweeping operations carried out by units of East Indies Fleet in the Malacca Strait.
- 11.7.45 Airfields at Koetaradja and Lho Nga in Sumatra attacked by Royal Naval aircraft.

#### Land Operations

- 30.4.45 Australian Commandos landed on Sadoe Island in Batagau Strait between Tarakan Island and Borneo.
- 1.5.45 Troops of Australian 9th Division, covered by guns landed previously on Sadoe Island, landed on Tarakan.
- 6.5.45 Tarakan town and airstrip captured by Australians.
- 9.5.45 Diocata oilfield on Tarakan captured.
- 15.5.45 Dutch forces landed on Tarakan to reinforce Australian troops.
- 22.5.45 Two-thirds of Tarakan Island in Allied hands.
- 29.5.45 Allied forces reach north coast of Tarakan Island, where heavily defended Japanese jungle and hill positions were being steadily reduced.
- 10.6.45 Australian troops landed at Labuan Island, at Brooketown, and at Maura in Brunei Bay, North Borneo.
- 12.6.45 Labuan airfield and whole of island under Australian control.
- 14.6.45 Brunei town captured.
- 18.6.45 Australian forces landed at Weston in British North Borneo, Tutong oil refinery centre captured.
- 20.6.45 Australian troops landed at Lutong in Sarawak.
- 24.6.45 Seria oilfields in Brunei State captured.
- 26.6.45 Miri town and oilfield captured.
- 1.7.45 Australian troops landed at Balikpapan in south-east Borneo.
- 3.7.45 Sepinggan airstrip and town captured.
- 5.7.45 Balikpapan city and Manggar airstrip captured.
- 7.7.45 Australian forces landed at Penajam on the west coast of Balikpapan Bay.
- 11.7.45 Balikpapan Bay anchorage under Allied control.
- 15.7.45 Mount Batochampar, north of Balikpapan, captured after heavy fighting.
- 19.7.45 In North Borneo, Australians captured Marandi. In East Borneo, Samboja oil centre captured.
- August, 1945. Australians advanced towards Samarinda in eastern Borneo. In North Borneo Australian troops advanced towards Jesselton.

# NEW GUINEA CAMPAIGN

Japanese landings in New Guinea.

23-27.1.42

8.3.42	Large-scale Japanese landings at Salamaua and Lae.
4-8.5.42	Battle of the Coral Sea: 7 Japanese warships sunk, 2 probably sunk and over 20 damaged; U.S. losses were 2 warships and 1 tanker.
21.7.42	Japanese landed at Gona.
August, 1942	Japanese landed at Buna.
26.8.42	Japanese landed at extreme south-east of Milne Bay and met strong resistance from Australian and U.S. forces.
31.8.42	Milne Bay cleared of enemy forces. (This was first decisive victory in Allied land operations against Japanese.)
7.9.42	Japanese landed at Mubo, south of Salamaua.
8.9.42	Japanese advanced from Kokoda into Owen Stanley Range.
10.9.42	Japanese reported to have crossed Owen Stanley Range, reaching Ioribaiwa, 50 miles from Port Moresby, where they were fought to a standstill by Australian forces. Beginning of Japanese retreat.
4.10.42	Allies occupied airfield at Wanigela, in order to attack main Japanese base at Buna.
3.11.42	Allied forces recaptured Kokoda, after pursuing retreating Japanese over Owen Stanley Range.
14.11.42	Australian forces captured Wairopi.
16.11.42	Australian and American columns linked and advanced on Buna.
	By middle of November, Japanese were contained at three points on the north coast of Papua: Buna, Gona and Sanananda.
9.12.42	Gona captured.
19.1.43	Sanananda captured.
30.1.43	Japanese attempted to capture Wau airstrip.
31.1.43	Buna captured.
4.2.43	Japanese began retreat from Wau towards Mubo.
Nev	v Allied Offensive
29.6.43.	Allied landings at Nassau Bay, 15 miles south of Salamaua.
16.7.43	Mubo occupied by Australian troops.
4.9.43	Allied landing on coast of Huon Gulf, east of Lae; parachute landings behind Japanese lines at Lae; capture of key points in Markham Valley 20,000 Japanese troops at Lae and Salamaua encircled.
5.9.43	Capture of Nadzab airfield, 20 miles from Lae.
12.9.43	Capture of Salamaua airfield.
16.9.43	Capture of Lac.
22.9.43	Australian forces landed behind Japanese positions at Finschafen.
2.10.43	Capture of Finschafen by 9th Division of A.I.F.
26.11.43	Capture of Sattelberg, last enemy stronghold in Huon Peninsula. Allies now had complete control of Huon Gulf.
2.1.44	Landing by U.S. 6th Army troops at Saidor.
10.2.44	Australian forces advancing along coast from south-west linked up with U.S. forces near Saidor.
12.2.44	Allied forces occupied Rooke Island, between Huon Peninsula and New Britain.
17 2 44	Assembliance agreement Sign

- 13.4.44 Australian infantry, advancing across Finisterre mountains to north coast, occupied Bogadjim.
- 22.4.44 Allied forces landed at Aitape, Hollandia and Tananmerah Bay, bypassing the main Japanese bases of Madang, Hansa Bay and Wewak, and cutting off a large enemy force.
- 26.4.44 Capture of Madang by Australian troops reported.
- 28.4.44 Allies in possession of the three airfields in Hollandia area.

Japanese forces trapped between Australians advancing from Madang and Americans advancing south-east of Aitape.

- 3.5.44 Australians advanced to Alexishafen.
- 17.5.44 U.S. forces landed at Arara, Dutch New Guinea, and on Wadke Island.
- 27.5.44 Allied landing on Biak Island.

General MacArthur stated: "For strategic purposes this marks the end of the New Guinea campaign."

The official report pointed out that from the farthest point gained by the Japanese, the Allies had advanced their front 1,800 miles westward. and approximately 700 miles northward.

- 7.6.44 U.S. troops captured Mokmar airfield, Biak Island.
- 21.6.44 U.S. troops captured Borokoe and Sariolo airfields on Biak Island.
- 15.6.44 Australian troops occupied Hansa Bay.
- 29.6.44 Australian troops reached the Sepik river, 70 miles south-west of Wewak
- 4.7.44 U.S. forces landed on Noemfoor Island.
- 30.7.44 U.S. forces landed at Sansapor, near the western tip of Dutch New Guinea, and on Amsterdam and Middleburg Islands.
- 31.7.44 U.S. offensive in British New Guinea cut off Japanese 18th Army in Aitape region.
- Organised resistance in Aitape region at an end: Japanese remnants (trapped between Americans at Aitape and Australians at Hansa Bay) fled into the jungle or attempted to regain the last major Japanese base at Wewak. It was estimated in June, 1944, that a force of 45,000 was being contained at Wewak.

Since the opening of the South-West Pacific offensive on 29th June, 1943, enemy forces estimated at 250,000, comprising the 8th, 17th and 18th Japanese armies, had been either destroyed or rendered impotent.

By the end of June, 1944, these forces were reduced to an estimated total of 90,000 men, neutralised in isolated groups in New Guinea, New Britain, New Ireland and Bougainville, with little hope of escape.

November, Australian troops assumed full responsibility for completion of operations on New Guinea.

Announced But airfield, between Aitape and Wewak, captured. 20.3.45

Announced Australians captured Maprik, Japanese base and former gold-mining 26.4.45 centre, south of Torricelli Mountains.

- 10.5.45 Amphibious landing on coast east of Wewak.
- 14.5.45 Clearance of Wewak village and peninsula completed.
- By 26.5.45 Entire Wewak coastline cleared of Japanese. Mopping-up operations south of the Sepik river and over the Torricelli Mountains continued.
- 31.5.45 Australians advanced into coastal foothills south-east of Wewak.
- 7.6.45 First Allied cargo ship entered Wewak harbour.
- 13.6.45 Australian 6th Division captured Yamil village in the mountains behind Wewak.
- July, 1945 Heavy fighting in the Prince Alexander range of mountains behind Wewak.

Japanese casualties in New Guinea and Bougainville from November, 1944, to July, 1945, exceeded 13,700 dead, in addition to 351 prisoners.

#### 3. MOLUCCAS

- 14.9.44 U.S. forces under General MacArthur's command landed on Morotai Island, off the northern tip of Halmahera, Moluccas.
- 18.9.44 U.S. forces on Morotai holding strong perimeter in advance of proposed sites for air and naval bases.
- 15.11.44 Pegun Island in Mapia Group, 145 miles north of Biak (New Guinea), occupied by U.S. forces in first American amphibious attack commanded by Royal Navy officer.
- 21.11.44 Occupation of all islands in Mapai Group completed.

Landings made on Ajoe Islands, 130 miles north of Sorong (New Guinea).

#### E. SOUTH-WEST PACIFIC

#### 1. PHILIPPINES

#### The Japanese Advance

- 7-8.12.41 Japanese air attacks on Manila and other points in the Philippines.
- 9.12.41 Japanese landing on Luzon.
- 22.12.41 Japanese launched major attack on the Philippines, landing 80-100,000 troops.
- 26.12.41 Manila declared an open city.
- 27.12.41 Manila bombed for 3 hours by low-flying Japanese aircraft.
- 2.1.42 Fall of Manila.
- 17.3.42 General MacArthur arrived in Australia.
- 1.4.42 Japanese launched a heavy attack on Bataan Peninsula.
- 9.4.42 General Wainwright's forces on Bataan, numbering 35,000, surrendered; General Wainwright and remnants escaped to Corregidor.
- 10.4.42 Japanese landing on Cebu.
- 16.4.42 Fresh Japanese landing on Panay.
- 4.5.42 Japanese landing on Corregidor.
- 6.5.42 Surrender of U.S. garrison on Corregidor.

#### The Allies Return

- 22.7.44 First mention of Philippines in General MacArthur's communique since 6.5.42; sinking of Japanese coaster off Mindanao by U.S. Navy bomber.
- 11.8.44 First Allied raids since 1942: Davao airfield bombed.
- 8.9.44 Carrier-based aircraft of U.S. Pacific Fleet destroyed Japanese convoy of 52 ships off Minatuan Bay, Mindanao, and bombed 5 airfields and other targets in the Philippines, destroying 68 Japanese aircraft.
- 20-21.9.44 Heavy attacks by carrier-based aircraft of U.S. 3rd Fleet against Japanese shipping, airfields and other military targets in Manila area and Southern Luzon. 57 Japanese ships were sunk or probably sunk and 46 ships and 2 floating dry docks damaged, 357 aircraft were destroyed; U.S. losses were 10 aircraft.
- 23.9.44 Attack by carrier-borne aircraft on Visayan Islands in Central Philippines.
  22 Japanese ships sunk, including a destroyer and 3 destroyer escorts;
  36 Japanese aircraft destroyed.
- 10, 13.10.44 Carrier aircraft struck in great force at Japanese air bases and installations at Luzon.

14-17.10.44 Attacks on the Philippines, particularly Luzon, continued; on 15th about 60 Japanese aircraft were destroyed in attacks on Manila Bay.

#### Levte

(including the Battle for Leyte Gulf)

General MacArthur announced: "In a major amphibious operation 19.10.44 we have seized the eastern coast of Leyte Island in the Philippines, 600 miles north of Morotai, and 2,000 miles from Milne Bay, whence our offensive began nearly 16 months ago. . . . "

#### The Battle for Leyte Gulf

- Movements of major Japanese Fleets detected. Two enemy cruisers sunk and a third damaged by U.S. submarines. 21.10.44
- 22.10.44 Ships of Third Fleet move into position.
- 23,10,44 Aircraft of U.S. Third Fleet attack enemy forces in Sibuyan and Sulu Seas. One battleship and one cruiser probably sunk, one light cruiser sunk, other battleships, cruisers and destroyers damaged.
- 23-24.10.44 Night action between enemy and Seventh Fleet in Surigao Strait. All enemy units either sunk or severely damaged.
- 24,10,44 Enemy fleet off Luzon routed by Third Fleet. 4 enemy carriers sunk, also 1 light cruiser, 1 destroyer; 2 battleships, 4 cruisers and 4 destroyers damaged. Seventh Fleet attacked by enemy off Samar. Seventh Fleet badly damaged most of enemy's heavy ships, including 1 cruiser sunk and 1 destroyer left dead.

Cruiser damaged off Luzon sunk by U.S. submarine.

- 24-25.10.44 Another damaged cruiser sunk by gunfire from Third Fleet.
- Damage done to enemy retiring through San Bernardino Strait by Third and Seventh Fleets: 2 cruisers sunk, 1 battleship possibly sunk, 25,10,44 3 other battleships and 3 cruisers damaged.
- 25.10.44 By this date 11 towns had been liberated and 3 airfields captured on Leyte.
- 2.11.44 By 2nd November, after 12 days, American forces on Leyte had linked up, and Japanese casualties had risen to more than 30,000.
- 10.12.44 Ormoc captured and Japanese garrison eliminated.

#### Samar

- 19.10.44 Invasion of Samar Island concurrent with that of Leyte.
- 27,10,44 By this date virtually all Samar in U.S. hands.

## Visayas (Central Philippines) Area

#### Camotes Islands

20.1.45 Camotes Islands, between Leyte and Cebu, occupied by U.S. forces.

#### Panay

- 19,3,45 Announced that U.S. forces landed in south at Tigbauan, 14 miles west of Iloilo.
- 20.3.45 Iloilo captured, the harbour being intact, and the north-west coastal plain cleared.

#### Guinaras

20,3,45 Guinaras, between Panay and Negros, occupied by U.S. forces.

#### Negros

- 29.3.45 U.S. forces landed on Negros and captured Bacolod airstrip.
- 3.4.45 Negros in American hands.

Cebu				
26.3.45	U.S. forces landed on Cebu.			
27.3.45	Cebu City and 11 other towns in U.S. hands.			
28.3.45	Two airfields north of Cebu City captured.			
23.4.45	With the final defeat of the Japanese on Cebu, the whole Visayas area (33,000 square miles) came under U.S. control.			
Mactan and	Cauit			
28.3.45	Mactan and Cauit Islands invaded and seaplane base on Cauit captured.			
Bohol				
11.4.45	Bohol, last of the Central Philippine islands to be occupied by U.S. forces, was invaded.			
12.4.45	Bohol under U.S. control.			
Sibuyan Sea				
9.3.45	Announced that Burias and Ticao off west coast of southern Luzon were occupied by U.S. forces.			
14.3.45	Romblon and Simara Islands occupied by U.S. forces.			
3.4.45	U.S. forces landed on Masbate Island west of San Bernardino Strait.			
San Bernard	lino Strait			
22.2.45	Capul Island, south of strait, captured.			
23.2.45	Biri Island, north of strait, captured.			
Mindoro				
15.12.44	U.S. forces landed on Mindoro Island.			
21.12.44	Air bases on Mindoro in American hands.			
26.12.44	Japanese warships attempting to interfere with U.S. forces on Mindoro attacked and 3 destroyers sunk, a cruiser and a battleship damaged by U.S. aircraft and torpedo-boats.			
3.1.45	Paluan in north-west Mindoró captured.			
Marinduque	e ·			
3.1.45	Marinduque Island, between Mindoro and Luzon, occupied by U.S. forces.			
Lu	zon			
4, 5.11.44	Aircraft of U.S. Pacific Fleet attacked Manila.			
12, 18.11.44	U.S. carrier-borne aircraft attacked Manila.			
13, 15.12.44	U.S. carrier-borne aircraft attacked targets on Luzon.			
9.1.45	Large U.S. force landed on north Luzon and established 4 beachheads in the Lingayen Gulf on the west coast.			
10.1.45	Lingayen town and airfield captured.			
14.1.45	Penetration by U.S. forces up to 28 miles inland; beachhead 45 miles wide; and the Agno river crossed.			
20.1.45	Northern and southern enemy forces in Luzon severed by capture of 37-mile-long Paniqui-Sison highway.			
21.1.45	Tarlac captured on road to Manila. U.S. forces 50 miles inland from Lingayen beachhead.			
25.1.45	Clark Field, principal Luzon airfield, captured.			
30.1.45	Two landings made by U.S. forces: one at Subic Bay, north of Manila Bay, and one at Nasugbu in Batangas Province, south of Manila Bay.			
3.2.45	First American flying column entered Manila after 120-mile southward thrust in 6 days.			
4.2.45	Grace Park airfield, Manila, captured.			
7.2.45	North Manila and Quezon City captured.			

- 9.2.45 10 miles advance from Olongapo in Subic Bay. In central sector crossing made over upper Pampanga river.
- 13.2.45 Cavite naval base, Manila Bay, captured.
- 15.2.45 Bataan captured in advance from Olongapo assisted by landings from the sea.
- 16.2.45 U.S. forces landed on Corregidor Island in Manila Bay after 3-day naval and air bombardment.
- 19.2.45 Fort McKinley, Manila, captured and advances made to south-east.
- 21.2.45 Enemy cleared from Corregidor and Bataan Peninsula.
- 24.2.45 Complete occupation of Manila.
- 1.3.45 Destruction of Japanese forces on Corregidor complete and 4,215 enemy dead counted.

  Positions on Laguna de Bay south of Manila captured.
- 4.3.45 By this date all Ilocos Norte Province in north-west Luzon cleared by Filipino guerrilla forces.
- 8.3.45 12 miles advance made, bringing U.S. forces to points of north-west coast.
- 9.3.45 Rosario, north of Lingayen Gulf, captured and advance in north-west continued towards Baguio, the summer capital and Japanese H.Q.
- 10.3.45 South of Manila, Antipolo was reached after advance from Montalban.
- 13.3.45 Antipolo captured.
- 16.3.45 East of Manila the heavily fortified Shimbu line, where fiercest fighting of campaign took place, was destroyed. In north U.S. forces advanced to within 7 miles of Baguio.
- 20.3.45 Cavite Province cleared of enemy and clearance of Batangas Bay completed.
- 1.4.45 Landing made at Legaspi on east coast of southern tail of Luzon, and town and airfield captured.
- 7.4.45 Advances in central Luzon continued and towns of Lucban, Tayabas and Santa Maria were captured.
- 12.4.45
  U.S. forces within 3 miles of Baguio in north. In south Luzon the U.S. forces were advancing north from Legaspi area to converge with those moving south from central Luzon,
- 13.4.45 Rapurapu and Bataan Islands off east coast near Legaspi occupied.
- 14.4.45 Cagraray Island off east coast near Legaspi occupied.
- 20.4.45 In north bitter fighting continued in area of Balete Pass into Cagayan Valley; Kapintala and high ground overlooking the Valley road were captured.
- 24.4.45 Ilocos Sur Province cleared of enemy.

  Vigan and Bantay on north-west coast captured.
- 27.4.45 Baguio captured and U.S. forces advancing north towards La Trinidad.
- 28.4.45 La Trinidad and Loacan airfield captured.
- 30.4.45 Fierce fighting continued in north in Balete Pass and Villa Verde Trail areas at head of Cagayan Valley.
- 3.5.45 Mopping-up in Baguio area completed.
- 13.5.45 Balete Pass into Cagayan Valley captured.
- 14.5.45 U.S. troops advanced to east coast of north Luzon.
- 17.5.45 On east coast Port Lampon reached.
  Fighting continued in Santa Fe area at head of Cagayan Valley and in Wawa-Montalban dam and Ipo dam areas east of Manila.
- 24.5.45 Pressure continued in Balete Pass sector in north and Ipo and Montalban dams sector in centre. In north Filipino forces captured Infanta and Misua on east coast.

- 28.5.45 Wawa-Montalban dam captured, completing operations for U.S. control of extensive water supply system for Manila area.
- 31.5.45 Villa Verde Trail open to U.S. traffic. Advance made 3 miles north of Santa Fe and into head of Cagayan Valley.
- 7.6.45 Bayombong captured in 7-mile advance along Cagayan Valley road.
- 10.6.45 Santa Ines, east of Manila, captured.
- 14.6.45 Santiago and Echague in the Cagayan Valley captured.
- 15.6.45 Cervantes in north captured.
- 20.6.45 Tuguegarao in the Cagayan Valley captured by Filipino guerrillas.
- 21.6.45 Aparri on north coast captured.
- 22.6.45 U.S. forces within 20 miles of Tuguegarao.
- 23.6.45 Airborne landings made near Aparri with object of advancing southward to converge with forces moving north down Cagayan Valley.
- 26.6.45 U.S. forces advancing down the Cagayan Valley linked up with those moving south from Aparri.
   From this date onwards Japanese forces, though in little more than company strength, continued to resist stubbornly.
- 17.8.45 Fighting continued in northern mountains.
- 1.9.45 Lt.-General Yamashita, commander of the Japanese forces in the Philippines, surrendered to U.S. 32nd Division.

#### Verde Island Passage

- 25.3.45 U.S. forces landed on Verde Island between north Mindoro and Batangas Province, Luzon.
- 27.3.45 Destruction of Japanese garrison on Verde Island completed.

#### Lubang Island

2.3.45 Lubang Island, north-west of Mindoro and commanding approaches to Manila Bay, seized by U.S. forces.

#### Sulu Sea

#### Palawan

28.2.45
U.S. forces landed on Palawan in North Sulu Sea, near Puerto Princesa.
Town and two airfields were captured. The air bases on Palawan command the Sulu Sea passage through the Philippines and heavily impede the enemy's main South China Sea route.

#### Sulu Archipelago

- 17.3.45 Basilan Island, 12 miles south of Zamboanga, Mindanao, invaded by U.S. forces.
- 21.3.45 Mankui Island occupied by U.S. forces.
- Announced that Tawi Tawi, 50 miles east of north Borneo, was invaded by U.S. forces.
- 9.4.45 The capture of Jolo in central Sulu Archipelago completed U.S. operations for this chain of islands.

#### Mindanao

- 11.3.45 Announced that, after heavy naval and air bombardment, U.S. forces landed on south-west tip of Mindanao in Zamboanga Province.
- 12.3.45 Zamboanga town and airfield captured.
- 13.3.45 Beachhead widened to 28 miles, advances made north, west and east of Zamboanga.
- 6.4.45 Conquest of south-western Mindanao virtually complete.



16.4.45 Landings made in southern Mindanao at Malabang and Parang (on coast across the Moro Gulf from Zamboanga). 26.4.45 U.S. forces advancing east from shores of Moro Gulf reached Davao Gulf near Digos, 25 miles from Davao City. 3.5.45 Davao cleared after house-to-house fighting. Advances continued in area at head of Davao Gulf, and in the interior northwards up the central highway. Surigao Province in north-east cleared by guerrilla forces. Landings made in north in Macalajar Bay and town of Cagayan cleared. 9.5.45 U.S. forces advancing south to link up with those moving north up central highway. Del Monte airfield in north captured. 12.5.45 14.5.45 By this date 90 per cent, of Mindanao had been occupied by U.S. forces. 16.5.45 Valencia reached. 20.5.45 In centre main airfield at Malaybalay reached. 23,5,45 Mindanao Island bisected by conjunction of forces converging from north and south on central highway. 24.5.45 Licanan airfield north of Davao captured. 1.6.45 New landing made at Luayon, 75 miles south of Davao City on western shore of gulf. 5.6.45 U.S. forces landed at Cape San Augustin and on Balut Island at entrance to Davao Gulf. 10.6.45 Town of Jassa captured. From this date onwards mopping-up operations continued, small Japanese forces offering stubborn resistance. 23.6.45 Surrender proposals brought to U.S. officer at point near Valencia. 2. SOLOMON ISLANDS The Japanese Advance 23-27.1.42 Japanese landings in the Solomons. 19.2.42 Japanese occupied Kieta (Bougainville). 10.3.42 Japanese landing on Buka. 6.4.42 Further Japanese landing on Bougainville. (Note: Allied raids on other islands in the Solomon Group during May, June and July, 1942, showed that all or most of them had been occupied by the Japanese during this period.) The Allies Return 7.8.42 U.S. amphibious forces effected surprise landing in Guadalcanal-Tulagi Announced that operations of 7-10 August resulted in the capture of strong beachhead and airfield on Guadalcanal, most of Tulagi, all of 20.8.42 Gavatu and Tanambogo, and a position on Florida Island. 7.9.42 Japanese landed on Gizo Island, New Georgia. 16.10.42 Strong Japanese landings on Guadalcanal. 2-5.11.42 Japanese landings round Lunga airfield, Guadalcanal. 7.11.42 U.S. forces advancing eastwards from Lunga, Japanese retreating. Announced that over 5,000 Japanese were known to have been killed since U.S. landings. 13-16.11.42 Three-day naval battle in approaches to Guadalcanal; Japanese forced

U.S. troops established at Titi, Guadalcanal, outflanking Japanese

to withdraw.

positions.

6.2.43

9.2.43	Tokyo radio announced evacuation of Guadalcanal by Japanese.		
4.5.43	U.S. Navy Department announced occupation of Russell Island in February.		
30.6.43	U.S. troops landed on New Georgia and Rendova Islands.		
3-6.7.43	Occupation of Vangunu Island by U.S. troops.		
4.8.43	U.S. troops captured Munda airfield (New Georgia).		
15.8.43	Vella Lavella Island captured.		
27.8.43	U.S. troops landed on Arundel Island.		
28.8.43	South-West Pacific communiqué stated that all organised resistance on New Georgia had ceased, and the garrison was believed to have fled to Kolombangara Island.		
5.9.43	Allied troops landing on Santa Ysabel Island found seaplane base at Rekata Bay abandoned.		
9.10.43	Japanese admitted evacuation of Kolombangara and Vella Lavella.		
13.10.43	Officially stated that all islands in New Georgia Group were in Allied hands.		
27.10.43	New Zealand and American forces landed on Mono and Stirling Islands (Treasury Islands), south-west of Shortland Island.		
28.10.43	U.S. paratroops landed at Veza, Choiseul Island.		
3.11.43	Mono, Stirling and Choiseul virtually in Allied hands.		
1.11.43	U.S. Marines landed at Empress Augusta Bay, Bougainville.		
21.12.43	Colonel Knox stated that there were indications that the Japanese were evacuating the southern part of Bougainville.		
14.2.44	New Zealand and American troops occupied the Green Islands, off Buka Island.		
	General MacArthur's statement said: "For all strategic and military purposes, this completes the campaign for the Solomons."		
27.2.44	Allied forces occupied the Magine Islands, off Empress Augusta Bay. The only enemy force left in the Solomons was the garrison on Bougain-ville, which was estimated in June, 1944, to number about 20,000.		
November, 1944	Australian troops took over from Americans on Bougainville.		
Announced 7.2.45	Australians on Bougainville now control 100 miles of west coast.		
6.3.45	Australian landing on Saposi Island.		
16, 22.3.45	Further landings on the north-west coast of Bougainville, opposite Saposi Island.		
Announced 3.4.45	First use of tanks on Bougainville.		
Announced 23.5.45	In 6 months' fighting on Bougainville, the Australians had advanced 60 miles south to the Pororei river and 73 miles north from the Empress Augusta Bay perimeter to the Bonia Peninsula; 5,000 Japanese had been killed.		
May, 1945	In southern Bougainville troops of the Australian 3rd and 11th Divisions resumed the offensive and established themselves across the Hongorai river barrier and forced a crossing of the Pororei river.		
10.6.45	Australian forces landed at Matchin Bay on the west coast of Bougainville.		
3.7.45	Australian 3rd Divison established on the Mivo river line at the southern end of the island. All the Buin road between Mobiai and the Mivo river was in Australian hands.		
July, 1945	Last Japanese cleared from Choiseul Island, south-east of Bougainville.		
19.8.45	Japanese commanding General, LtGeneral Kanda, crossed the Mivo river to receive the Australian surrender terms from LtGeneral Savige. 20,000 Japanese on Bougainville at the time of the surrender.		

#### 3. BISMARCK ARCHIPELAGO

3. BISMARCK ARCHIPELAGO					
The Japanese Advance					
23.1.42	Japanese occupied Kavieng (New Ireland).				
24.1.42	Japanese occupied Rabaul (New Britain).				
9.2.42	Japanese landed at Gasmata (New Britain).				
8.4.42	J. L				
	The Allies Return				
15.12.43	U.S. troops of the 6th Army landed at Cape Merkus, New Britain (sometimes referred to as Arawe).				
26.12.43	Further landings in New Britain at two points on either side of Cape Gloucester.				
30.12.43	U.S. Marines completed occupation of Cape Gloucester airfields.				
23.2.44	U.S. Marines from Cape Gloucester and army forces from Arawe joined forces in western New Britain; the whole of the western part of the island now cleared of the enemy.				
28.2.44	U.S. troops landed on Los Negros (Admiralty Islands) and captured Momote airfield.				
14.3.44	U.S. troops landed on Hanwei and Butjolo Islands.				
15.3.44	U.S. forces landed on Manus Island (the largest in the Admiralty Group).				
18.3.44	U.S. forces captured Lorengau airfield on Manus Island.				
19.3.44	U.S. Marines landed on Emirau Island (St. Matthias Group), 85 miles north-west of Kavieng; Elomusao Island also occupied.				
1.4.44	Occupation of Pittyliu, Ndido and Karuniat Island announced. This, strategically the Bismarck Archipelago was once more under Allied control, although Japanese garrison forces numbering approximately 50,000 on New Britain and 10,000 on New Ireland (as at June, 1944) were still being contained there.				
8.10.44	Landings at Cape Hoskins and Talasea.				
November, 1944	Australian troops took over from Americans on New Britain, landing at Jacquinot Bay, on the south coast.				
Announced 7.2.45	In New Britain a new landing carried Australians 20 miles nearer to Japanese concentrations at east end of island.				
Announced 26.2.45	On New Britain the Mavlo river was crossed and almost half east coast of the island held by Australians.				
Announced 28.3.45	All Japanese concentrations at the entrance of the Gazelle Peninsula-Wide Bay, broken up.				
1.4.45	Australians in control of two-thirds of New Britain; remaining Japanese forces, estimated at over 30,000, compressed in Gazelle Peninsula.				
May- Troops of the 5th Australian Division continued to contain the Japanese August, 1945 garrison on New Britain and New Ireland, numbered at 55,000 and 9,500 respectively.					
•	F. CENTRAL AND NORTH PACIFIC				
	The Japanese Advance				
7.12.41	Japanese attack on Pearl Harbour (Hawaii).				
8.12.41	Japanese attacks on Guam (Marianas), Midway and Wake Islands.				
10.12.41	Last message from Guam garrison: island presumed lost.  Makin (Gilbert Islands) occupied by the Japanese.				
23-24.12.41	Japanese occupied Wake Island.				
3-6.6.42	Battle of Midway Island: 16 Japanese warships sunk or damaged.				
12.6.42	Announced that Japanese had occupied Kiska and Attu Islands (Aleutians).				
September,					
1942	The Allies Return				
1. ELLICE ISLANDS					
23.4.43	Announced that U.S. forces occupied Funafuti.				
4.10.43	U.S. Marines occupied Nanomea.				

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#### 2. GILBERT ISLANDS

- Combined U.S. Army, Navy and carrier force made raids on Makin, 18-20.9.43 Abemama and Tarawa. U.S. forces, including Marines, established beachheads on Tarawa and Makin Islands, after 7 days' preliminary air attacks on Japanese bases 20.11.43 in Gilbert and Marshall Islands. 22.11.43 U.S. landing on Abemama. 23.11.43 Capture of Makin. 26.11.43 Mopping-up operations on Tarawa, Makin and Abemama completed. 3. MARSHALL ISLANDS 4.12.43 U.S. carrier task force made concentrated attack on Kwajalein and Ebeye Islands (Kwajalein atoll) and Roi and Wotje atolls: 72 Japanese aircraft destroyed, also a number of ships. 29-30.1.44 Preliminary bombing of principal bases in Marshalls. 31.1.44 U.S. forces landed on Roi. 2.2.44 Capture of Roi. 3,2,44 Capture of Namur and other islands. 5.2.44 Kwajalein, Loi and Ebeye Islands in Kwajalein atoll captured. 6.2.44 19 most important islands of Kwajalein atoll captured. 18.2.44 Announced that U.S. troops had established beachhead on Eniwetok 22.2.44 Conquest of Eniwetok atoll completed. 12.3.44 Announced that Wotho atoll had been occupied about one month previously. 3.4.44 Announced that 11 more atolls had been occupied, making a total of 14 of the major stolls in the Marshalls now under American control. 11.4.44 Capture of Ailuk, Rongelap, Likiep and Utirik atolls, and Mejit Island announced. 22-23.4.44 Ujelang atoll captured. The Japanese still held Wotje, Mille, Jaluit and Maloelap atolls, in which there were some 14,000 troops, by-passed, cut off from Japan, and subject to frequent air attack.
  - 18.6.45 Surface units and aircraft of U.S. Pacific Fleet, with Marine aircraft, attacked installations on Jaluit.
  - 31.8.45 Light U.S. warships rescued 283 natives from Jaluit, in spite of some opposition from the Japanese garrison.

#### 4. CAROLINE ISLANDS

- 16-17.2.44 Powerful task forces of U.S. Pacific fleet assaulted Japanese naval base of Truk: at least 201 Japanese aircraft were destroyed and 23 ships sunk.

  Admiral Nimitz said: "The Pacific fleet has returned to Truk the visit made by the Japanese fleet on December 7, 1941, and has effected partial settlement of the debt."
- 29-30.4.44 Carrier-based aircraft dropped 800 tons of bombs on Truk: 60 Japanese aircraft destroyed.
- 30.4.44 Satawan (Namoi Islands) bombed and shelled by U.S. cruisers.
- 1.5.44 Ponape bombed and shelled by battleships.
- 2.1.45 Fais Island occupied by U.S. amphibious force.

  The entire Carolines Group was by-passed by the American forces in their advance across the Pacific. The forces holding these islands were estimated at 50,000 on Truk, 10,000 each on Ponape and Yap, 6,000 on Woleai, 4,000 on Kusaie, and 3,000 on Puluwat.

- 14, 15.6.45 Installations on Truk atoll bombarded by carrier-borne aircraft and warships of the British Pacific Fleet.
- 2.9.45 Surrender of Truk. This capitulation involved more than 100 islands.

#### 5. MARIANA ISLANDS

- 22.2.44 Strong Pacific fleet task force attacked Guam, Saipan and Tinian: 135 Japanese aircraft destroyed.
- 10-13.6.44 Pacific fleet task force again attacked Guam, Saipan and Tinian: 13 Japanese ships sunk and 16 damaged.
   U.S. carrier aircraft also attacked Chichi and Haha (Bonin Islands) and Iwo (Volcano Islands): 47 Japanese aircraft destroyed.
- 14.6.44 U.S. forces landed on Saipan after intensive preliminary bombardment of Saipan, Tinian, Guam, Pagan and Rota Islands.
- 19.6.44 U.S. carrier aircraft attacked Japanese fleet midway between Luzon and Saipan: 2 aircraft-carriers and 3 tankers were sunk, and 8 other warships and 3 tankers damaged.
- 25.6.44 Admiral Nimitz announced that Japan's defence of the Mariana and Bonin Islands over the period 10-23 June had cost her 747 aircraft destroyed, 30 ships sunk, 2 probably sunk, 51 damaged, and 13 barges destroyed; U.S. losses were 95 aircraft.
- 8.7.44 Organised resistance on Saipan ceased.
- 20.7.44 U.S. forces landed on Guam.
- 23.7.44 U.S. Marines landed on Tinian.

  Announced that 21,036 Japanese dead had been buried on Saipan;
  U.S. casualties were nearly 10,000 (1,500 dead).
- 31.7.44 Tinian conquered.
- 9.8.44 All organised resistance on Guam ceased.
- 12.8.44 Announced that U.S. Pacific Fleet Headquarters had recently been transferred from Pearl Harbour to Saipan.
- Japanese forces on Tinian concentrated in south of the island (U.S. forces had been in control of about two-thirds of the island since the end of July).

It was estimated that the Japanese still had 5,000 men on Rota, Pagan and Agrihan Islands.

28.6.45 Announced that small U.S. forces landed on Anathan, Sarigan, Alamagan, Agrihan and Maug islands, seeking possible emergency landing sites for B.29s. No opposition was met and forces subsequently withdrew.

#### 6. PALAU ISLANDS

- 29-31.3.44 U.S. Pacific fleet task force attacked Palau Islands, sinking 28 Japanese ships and destroying 160 aircraft; U.S. losses were 25 aircraft.
- 14.9.44 U.S. Marine and Army assault forces landed on Peleliu Island, preceded by more than a week of attacks by carrier aircraft and warships.
- 17.9.44 Landings on Angaur Island announced.
- 18.9.44 Announced that U.S. Marines had occupied Asias, principal town on Peleliu.
- 19.9.44 Organised resistance on Angaur Island ceased.
- 29.9.44 Announced that U.S. Marines had occupied Ngesebus and Kongauru Islands.
- 1.10.44 Announced that all the southern Palau Islands were in U.S. hands, with the exception of small pockets of resistance, chiefly on Peleliu.

  More than 10,000 Japanese troops had been killed in the Palau Islands since the U.S. landings.

			. ,				
	8.10.44	U.S. troops landed on Garakayo Island, the tenth of the Palau Island to be occupied.					
10.10.44 U.S. troops occupied Bairakaseru Island. There were still 30,000 Japanese troops on Babelthuap Island.							
			ARCUS ISLAND				
	4.3.42		the U.S. Pacific fleet.				
	1.9.43 20-21.5.44		ment by U.S. naval task force.				
	8.10.44	Seven attacks by U.S Heavy bombardment					
8. WAKE ISLAND							
	5-6.10.43	Attacked by strong task force of U.S. Pacific fleet; 61 Japanese aircraft destroyed.					
	3.9.44	Sea and air bombardment by units of U.S. Pacific fleet.					
	31.7.45		eships and strafed by carrier-borne aircraft.				
	8.8.45	Attacked by U.S. naval forces.					
	9. NAURU						
	18-20.9.43	Attacked by U.S. carr	rier force.				
	8.12.43	Attacked by strong Pacific fleet forces, including battleships. Some 4,000 Japanese troops were still holding Ocean and Nauru Islands.					
		10. AI	EUTIAN ISLANDS				
	18.2.43	Attu shelled by U.S. naval surface forces.					
	11.5.43	U.S. forces landed at Holtz Bay and Massacre Bay, Attu.					
	30.5.43	End of organised resi					
	6-14.7.43	Kiska shelled four times by U.S. naval forces.					
	15.8.43	U.S. and Canadian troops landed on Kiska and found the Japanese had evacuated the island.					
	23.8.43	Landing on Segula (Rat Islands) announced; no Japanese found.					
١.	TH	IE JAPANESE S	URRENDER BY THEATRES.				
	Date	Theatre	Allied Representative				
	21.8.45	Manchuria	Major-General Skela Khor				
	27.8.45	Halmaheras	Major-General Johnson				
	2.9.45	JAPAN	GENERAL MACARTHUR				
	2.9.45	Carolines	Vice-Admiral Murray				
	2.9.45	Philippines	General Wainwright				
	5.9.45	Wake Island					
	6.9.45	S.W. PACIFIC AREA	LTGENERAL STURDEE				
	8.9.45	Solomons	LtGeneral Savige				
	8.9.45	Dutch East Indies	General Sir Thomas Blamey and Major-Gen. Milford				
	9.9.45	Southern Korea	Admiral Kinkaid and LtGeneral Hodge				
	9.9.45	CHINA	GENERAL HO YING CHIN				
	10.9.45	B. N. Borneo	Major-General Wooten				
	12.9.45	SOUTH-EAST ASIA COMMAND	ADMIRAL LORD LOUIS MOUNTBATTEN				
	13.9.45	New Guinea	Major-General Robertson				
	13.9.45	Burma	Brigadier Armstrong				
	13.9.45	Malaya	LtGeneral Roberts				
	16.9.45	Hong Kong	Rear-Admiral Harcourt				

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# What Britain has done

# SEPTEMBER 1939—MARCH 1943

# A SELECTION OF SOME OUTSTANDING FACTS AND FIGURES

# 1. In this war what have the British done to be proud of ?

Great Britain was the first country in all the world to go to war with Hitler's Germany from a sense of duty, without first being attacked herself.

In 1940, Britain, at the head of the British Commonwealth, stood all but alone against the greater might of Germany. America was not our ally then. Russia was not our ally. Invasion threatened. Even our friends thought we were finished. But the British were steadfast. They were invincible because they willed it so. They won the Battle of Britain. It is hardly an exaggeration to say that in 1940 Britain saved the world from German domination.

Britain's desperate peril in 1940 did not prevent the British Government from taking the very bold and far-sighted decision to send prompt reinforcements to the British army under General Wavell in North Africa. This hardy initiative was the foundation of all later successful strategy by the Allies in North Africa.

# 2. What has the British Army done?

The British Army has overcome formidable initial difficulties: the British tradition of a relatively small army; the collapse of the great French Army, regarded as our senior partner; the corresponding necessity for total mobilisation at the double-quick; the crippling loss of material and equipment at Dunkirk.

British troops have fought bravely and resolutely not only against formidable enemies, but also against great adversity of circumstance. In the first three years of war the British Army did not fight a single major campaign in which it was not outnumbered by the enemy.

The British Army has not only fought the enemy on the battle-fields of Europe, Africa and Asia, but has also performed the key task of containing the enemy in strength in Iceland, the British Isles, Gibraltar, Malta, Cyprus, Palestine, Iraq, Syria, Persia, Madagascar, India.

British resistance in Greece in the spring of 1941 seriously upset the German timetable and gained time which was very likely

literally vital to our Russian allies.

The successful campaign in Persia secured the vital supply lines by way of the Persian Gulf to Russia and defeated Axis intrigues in that quarter.

In the East African campaign British troops in a few months conquered Abyssinia—a powerfully-defended country more than half as large again as Germany. The first country to go under to Axis aggression was the first to be freed.

British troops swiftly overran Italian East Africa, thus greatly facilitating all Britain's later African successes, despite the fact that at the start of the 1940 campaign the British forces in the Sudan sector were outnumbered by almost ten to one.

In the East African campaign, in 17 days (1st-17th March, 1941) the columns under the command of General Cunningham drove 744 miles from Mogadishu to Jijiga. An average of nearly 44 miles a day. This is the fastest military pursuit in history, and is approached only by the record of the Eighth Army in 1942-3.

General Cunningham's troops in the East African campaign advanced in all 1,725 miles to Addis Ababa in 53 days—a staggering achievement.

300,000 of the Italian Army were mopped up and scattered in East Africa.

Over half a million enemy troops were put out of action in the African campaigns.

Over 100 Italian Generals are now British prisoners.

250,000 men—the whole of an enemy army—were put out of action in the first North African campaign. Less than 2,000 casualties were suffered by the Army under General Wavell.

A further 61,000 casualties were inflicted upon the Italians and Germans in the second North African campaign up to the end of January, 1942. And in the two months up to the middle of August, 1942, 10,000 Axis prisoners were taken in the fighting in Egypt.

In the third North African campaign the British Eighth Army under Generals Alexander and Montgomery routed the Axis forces in the victorious Battle of Egypt (October-November, 1942).

In 19 days (4th-23rd November, 1942), the British Eighth Army advanced some 830 miles from El Alamein to Jedabya. That is an average of over 43 miles a day. In 80 days (42 excluding pauses at Agheila and Buerat) the Eighth Army advanced nearly 1,400 miles.

Over 75,000 casualties were inflicted upon the Germans and Italians when the British Eighth Army drove the enemy out of Egypt. The enemy further lost about 500 tanks and 1,000 guns of all types.

These successes in Africa were achieved 12,000 miles by sea from our main base in the British Isles. What this means can be judged from the fact that to move the warlike stores of an ordinary Infantry Division overseas 179,101 packing cases are required and seven 10,000-ton ships.

More than 70 per cent. of all the casualties suffered by the armies of the British Empire in all the campaigns of 1940 and 1941 were suffered by United Kingdom troops.

60 per cent. of all the troops, and virtually all the armoured forces engaged in the Battle of Egypt, came from the United Kingdom.

58 per cent. of the 13,600 total casualties of the Eighth Army up to 10th November 1942 were United-Kingdom troops.

The British First Army, with its paratroops, headed the allied drive into Tunisia in November 1942.

### 3. What has the Royal Navy done?

The Royal Navy, like the British Army, has had to overcome great adversity of circumstance; the collapse of France and the entry of Italy and Japan into the war threw perhaps the greatest burden of all upon the Navy; Germany now holds the continental coast along some 2,000 miles, stretching from the north of Norway to the Pyrenees, providing her with bases for her aircraft, submarines and surface craft; this advantage is strengthened by our own disadvantage in being denied the use of the Irish bases which were open to us in the Great War.

Nevertheless, well over 120,000 British and Allied vessels have been convoyed and losses in these convoys up to December 1942 have been kept down to about one-half of 1 per cent. Convoying is for the Royal Navy an endless, very heavy routine; it is mostly unspectacular; it is also absolutely vital. But for this essential daily work of convoy our war effort could hardly carry on at all.

The Royal Navy, together with the Merchant Navy, saved the bulk of the B.E.F. in the evacuation from Norway, Dunkirk, Greece and Crete.

Troops are being convoyed enormous distances to battlefronts all over the world. To send reinforcements to the Middle East round the Cape is a voyage of 12,000 miles and the route to India is about the same.

In troop convoys losses have been very small. Out of about 3,000,000 soldiers who have been moved all over the world, only 1,348 have been killed or drowned, including those missing.

The Minesweeping branch of the Royal Navy has played a most important part in the safe arrival of these convoys in all parts of the world. Mines have to be swept in the coastal waters round Britain, throughout the Mediterranean, in the Cape area and round the coasts of India and Australia. The number of mines destroyed in the swept channels would have been sufficient if each had been lethal, to destroy the whole British merchant fleet twice over.

600 British naval vessels are at sea at any given moment and some of them stay at sea for periods undreamed of in pre-war days. H.M.S. "Cumberland" was at sea for 206 days out of a total of 213 from November, 1940, and from the outbreak of war has steamed nearly a quarter of a million miles. The cruiser "Shropshire" had steamed 167,700 miles by the end of December, 1941, while the destroyer "Forester" has steamed 200,000 miles since the beginning of the war, a distance equal to nine times round the world. One destroyer flotilla of eight ships passed the million mark in June, 1941.

2,500,000 tons of Axis shipping were captured, sunk or seriously

damaged during 1941.

5,000,000 tons of German and Italian merchant shipping were sunk or captured, and nearly 3,000,000 tons damaged by the Royal Navy together with the R.A.F. up to the 3rd March, 1943. Two Axis battleships, 14 cruisers, 87 destroyers, many submarines, and still more naval auxiliaries, have been destroyed.

300 enemy supply ships were sunk by British submarines in the first three years of war. British submarines had sunk 1,000,000 tons of Axis shipping in the Mediterranean alone by 23rd January, 1943.

87 German and Italian warships were sunk or damaged by British submarines in the first three years of war. 106 enemy supply ships and 15 warships were sunk or probably sunk, and 39 enemy supply ships and 9 warships were damaged during 1942 by British and Allied submarines, excluding American. Of these 55 were sunk or probably sunk and another 20 damaged in the Mediterranean during the last three months of the year. 570 enemy submarines were recorded as damaged or sunk up to 10th November, 1942.

In the Mediterranean the Royal Navy has won all major actions, including those at Taranto and Cape Matapan.

Not one British warship has been sunk by an Italian surface vessel during the two and a half years since Italy entered the war.

It is calculated that by March, 1943, the Italian fleet had lost 10 cruisers, 48 destroyers and a large number of submarines.

British warships have scored notable successes against the German fleet, including the sinking of the German battleships "Graf Spee" and "Bismarck."

By May, 1942, apart from the operations in the Far East, 86 per cent. of the German and Italian surface warships so far destroyed, sunk or captured; 89 per cent. of all enemy merchant ships put out of action; and 94 per cent. of the enemy submarines destroyed by all the Allies, were sunk by United Kingdom forces.

The Royal Navy was primarily responsible for the highly successful landing of Allied forces in French North Africa. 850 ships, including 350 warships of all sizes, were engaged in this greatest

amphibious operation in history.

Two out of the three major convoys in which this expedition was carried sailed from the United Kingdom and in the protection of the Royal Navy and the Royal Air Force. Not a single life or ship was lost.

Since the landing in North Africa up to the middle of February, 1943, 780 Allied ships, totalling 6,500,000 tons, had arrived safely

in North African ports.

At least 30 enemy submarines were sunk or damaged during the operations off the French North African coast between 8th November and 3rd December, 1942. That is an average of more than one a day.

From January to October, 1942, the rate of sinkings of U-boats was the best so far in the war, and in the three months from November, 1942, the rate improved by more than half again.

### 4. What has the Royal Air Force done?

The Royal Air Force has fought on pretty nearly every front in this war.

In the last two years the R.A.F., in all theatres of war, has sunk or seriously damaged more than 1½ million tons of enemy shipping.

Aircraft of Coastal Command have flown well over 80 million miles. Over 25 million miles were flown in 1942 by aircraft of Coastal Command, mostly on anti-submarine patrols. 300 attacks were made on U-boats and over 4,000 attacks on enemy shipping.

Over 8,200 convoys were given air escort by Coastal Command during the first two and a half years of the war—a task which entailed 31,000 operational sorties.

Coastal Command had more aircraft in December, 1942, than the entire R.A.F. had at the start of war. 80 per cent. are engaged in offensive anti-submarine sweeps, and 20 per cent. on convoy duties.

The Royal Air Force decisively defeated the Luftwaffe in the Battle of Britain. On the 15th August, 1940, British pilots shot down at least 181 enemy aircraft for certain, and on the 15th September they shot down 185. The number of German machines

actually destroyed was almost certainly substantially larger than the official figures.

Over 100 enemy aircraft were shot down in a single day by the R.A.F. on five separate occasions during August-September, 1940. 2,225 enemy aircraft were destroyed during August-September, 1940, by the R.A.F. for the loss of 616 of their own machines.

After beating the Luftwaffe in the Battle of Britain, Fighter Command moved into the offensive when the Germans turned against the Russians. British fighters swept over the Low Countries and France and defeated the Germans over their own airfields. More than half Germany's available fighters have been compelled by this means to keep in the West instead of on the Russian front.

One group alone of Fighter Command flew two million miles during March-April, 1942—the greater part over the English Channel or enemy-occupied France. 900 enemy aircraft destroyed since the start of war is the score of one Fighter Command station with its satellite airfields.

Some 40,000 sorties were flown during 1942 by aircraft of Fighter Command in the protection of convoys.

To-day Bomber Command is reversing the incidence of the air war. The Germans are beginning to learn what concentrated air attack can mean to great industrial cities.

Over 300 per cent. more tons of bombs were dropped on enemy targets during 1941 than during 1940.

150 per cent. more bombs were dropped on enemy targets during January-March, 1942, than in January-March, 1941.

Our heaviest bomb to-day, which weighs nearly 4 tons, is approximately sixteen times greater than the heaviest bomb used during January-March, 1940, and is approximately double the maximum bomb-load in 1939.

In a three-hour raid on Lübeck on 28th-29th March, 1942, R.A.F. bombers dropped one-and-a-half times the weight of bombs dropped on Coventry in November during an all-night raid by the Germans, i.e. 340 tons against 225. 400 tons were dropped during the first two raids on Rostock on 23rd and 24th April.

Over 1,000 bombers attacked Cologne on the night of 30-31st May, the Ruhr and Essen on 1st-2nd June, and Bremen on 25th-26th June, 1942.

Over 13,000 tons of bombs were dropped by Bomber Command on Germany and German-occupied territory during June-July, 1942. (This total compares with 8,500 tons dropped during June-July, 1941, and 3,500 tons during June-July, 1940.)

Over 175,000 fire-bombs were dropped on Hamburg in 35, minutes on the night of 26th-27th July, 1942.

Over 150 4,000-lb. bombs were dropped on Düsseldorf in 50 minutes on the night of 31st July-1st August, 1942.

In 31 days between 12th July and 11th August, 1942, attacks were made on 26 days, and there were only three periods of 24 hours when British bombers did not operate. 13 night raids were made on Germany during this period and only one was made by fewer than 100 aircraft. Over 600 aircraft were out on one night.

5,000 tons of bombs were dropped on Germany and Germanoccupied territory in nine raids in September, 1942.

By January, 1943, bombers of the R.A.F. had dropped on Germany itself more than 60,000 tons of high explosive bombs, excluding an astronomical number of incendiary bombs.

In February, 1943, over 10,000 tons of bombs were dropped by Bomber Command (including three 1,000 ton raids), more than half as much again as in any previous month.

In the first ten days of March, 1943, more than 4,000 tons of bombs were dropped.

On 27th March, 1943, 900 tons of bombs were dropped on Berlin, twice the weight of bombs dropped by the Germans in their heaviest raid on London.

7,995 separate attacks of varying strength were delivered by the R.A.F. upon 1,441 land targets in Germany, German-occupied Europe and the Middle East up to 31st August, 1942.

17 air attacks were delivered against North Italian cities by longrange British bombers between 22nd-23rd October and 11th-12th December, 1942. Turin was raided 8 times.

The R.A.F. attack on Turin on the 20th-21st November, 1942, was the heaviest air raid ever made on Italy. A single bomber-group dropped 54 4,000-lb. bombs and 111,000 lb. of fire-bombs in under one hour; that is: one 4,000-lb. bomb every minute and one 30-lb. fire-bomb every second.

R.A.F. fighter squadrons and anti-aircraft gunners based on Malta had up to the end of 1942 destroyed 1,151 enemy aircraft over the island and surrounding waters. Of this total 773 enemy aircraft were destroyed by fighters for a loss of 195 R.A.F. aircraft from which 89 pilots were saved. 182 enemy aircraft were destroyed by the anti-aircraft gunners.

Well over 10,000 German and Italian aircraft were brought down by the Royal Air Force and by Dominion and Allied squadrons operating with it, or by British anti-aircraft fire, between September, 1939, and the end of December, 1942. 981 more were brought down by naval and merchant vessels or by the Fleet Air Arm. A very large number of enemy aircraft were also destroyed on the ground—2,000 in the Middle East alone.

Over 11,000 is thus the grand total of enemy machines destroyed, excluding aircraft destroyed on the ground and those brought down in Russia and in the Far East.

89 per cent. of the aircraft, 72 per cent. of the air crews and 98 per cent. of the ground personnel in Britain, taking the figures as they stood in February, 1942, were products and citizens of the United Kingdom.

75 per cent. of the aircraft, 85 per cent. of the air crews and 99 per cent. of the ground crews overseas were from the United Kingdom at the same date.

### 5. What has the Merchant Navy done?

Nearly 2,000 merchant ships from the United Kingdom are at sea at any time.

Day in, day out, these ships and the men who man them maintain the supply of vital raw materials and foodstuffs without which the factories and people of Britain could not continue to exist—between 30 and 40 million tons are imported each year.

There ships and their seamen maintain various battle fronts and garrisons scattered throughout the world. They battle through with the convoys to Murmansk and Malta. Whatever the weather, whether in the frozen north or in the tropics, blacked out and with scuttles closed, ready at all times to meet the challenge of U-boats, mines and enemy aircraft, the ships and men of the Merchant Navy steam on with their vital cargoes.

British ocean convoys have totalled 125,000,000 ship-miles. This is equivalent to 6,000 times round the world.

Ships of the Merchant Navy had shot down 115 enemy aircrast up to 31st December, 1942.

23,000 military vehicles, some 1,300 aircraft, over 400,000 tons of military and air stores, and hundreds of locomotives were carried overseas by United Kingdom shipping in the single month of October, 1941.

Over 3,000,000 tons of military stores, including 1,000,000 tons of food, had been landed in Egyptian ports alone up to April, 1942. 500,000 men and over 1,000,000 tons of stores were landed in North Africa in the four months since the campaign opened.

It is by the ships of the Merchant Navy that the half-a-million items in the range of the Army's fighting and technical stores and the three-quarter million items in the R.A.F.s stores are moved.

Approximately 100,000 tons of shipping a year are required to transport a division of 20,000 men 1,000 miles overseas, with arms, equipment and stores, and to keep it supplied and reinforced.

16½ tons of spare parts must, it is estimated, be shipped overseas in order to keep 100 25-pounder guns in action for one year. One medium tank may need up to 2 tons of spare parts in a year.

Every bomber sent overseas requires, it is calculated, a total of 1,000 tons of shipping to carry the personnel, petrol, bombs and spare parts necessary to put it into operation. All these have to be carried by ships.

300 ships were continuously employed during 1941 on the 12,000-mile voyage round the Cape to support British armies in the Middle East.

It is to the ships and men of the Merchant Navy (as well as the Royal Navy) that hundreds of thousands of men of the Forces owe their lives and freedom in the evacuations from Norway, Dunkirk, Greece and Crete.

Over 16,000 men of the British Merchant Navy lost their lives in the first three years of war.

### 6. What have the Civil Defence Services done?

The men and women of the Civil Defence services were the frontline fighters of the British people when they successfully withstood the enemy's onslaught from the air during the Battle of Britain.

At the time of the blitz 50,000 high-explosive bombs were showered down upon London between the beginning of September, 1940 and the end of July, 1941. The number of fire-bombs dropped was far larger.

London was bombed every night except two from the 7th September to the end of November, 1940. Yet life and war-work within the capital were never fatally interrupted. This was due in great measure to the men and women of the Civil Defence services—wardens, firemen, police, rescue squads, drivers, nurses and auxiliaries.

Nearly 10,000 fires were attended to by the London fire brigades and their reinforcements during the first 22 days and nights of the blitz.

Civilian fire-guards were organised to counter the enemy's fire-raising tactics, and to-day the fire-guards number over 4,000,000 men and women.

A railway tunnel beneath a London street was damaged by a heavy bomb on one occasion. While enemy aircraft were still overhead firemen were fighting the flames from a burst gas-main and railway staff were shoring up the tunnel. At the same time materials for repairing the tunnel were being rushed up while the heavy raid was still in progress.

The system of water supply was so efficiently maintained that no cases of typhoid occurred. Hygiene was so well maintained that despite the crowding of London's air-raid shelters there was no increase in disease.

Over 2,750,000 houses in England and Wales were damaged by bombs from the start of war up to November, 1942. That is more

than one out of every five houses in the country. Out of this total 2,500,000 houses had been repaired and were occupied by November, 1942. These figures exclude all shops and business premises.

Very many of Britain's provincial cities suffered greatly in the blitz. Coventry was only the first.

Plymouth, for instance, was savagely bombed by the Germans five times over between 21st and 29th April, 1941. Many Civil Defence depots and posts were demolished or damaged and there were numbers of casualties among the personnel. During April 27 of the wardens alone were killed or seriously injured. But Civil Defence carried on in Plymouth, and on the last night of the April attacks 12,000 citizens were organised and brigaded as fire-bomb fighters, apart from all the unorganised volunteers.

150 fires were started in a recent raid on a small coast town, but the fire-guards did their work so well that the National Fire Service had to unroll their hoses to deal with only two of the fires. No buildings were destroyed at all.

At the time of the great blitz on Coventry roughly 80,000 people were working in that district. It took only 14 days to get 77,000 of them back to work.

After eight nights of blitz on the docks at Liverpool, every shift was working in about three days after the attack had ceased.

One warden in every six during the Battle of Britain was a woman. The women of Britain know about war. So do many of the children. Because when war came to Britain it was total.

### 7. What has Britain done to help Russia?

By the middle of November, 1942, Britain had sent Russia enough equipment for 20 armoured divisions on the German scale.

By the beginning of July, 1942, Britain had sent Russia over 2,000 tanks. By the end of December this figure had risen to 2,974 tanks.

For every 100 aircraft which Britain promised Russia she had sent 111 by the end of May, 1942. By the end of 1942 over 3,000 aircraft had been sent.

In the year up to the end of October, 1942, Great Britain had, together with the United States, despatched to Russia by the northern route alone 3,052 aircraft, 4,084 tanks, 30,031 vehicles, 42,000 tons of aviation spirit, 66,000 tons of fuel oil, 831,000 deadweight tons of machine tools, metals, ammunition, small arms, medical supplies, etc. By the end of 1942 the totals despatched by all routes had grown to over 5,600 aircraft, 6,200 tanks and 85,000 vehicles. This represented enough tanks for 32 Armoured Divisions (on the German scale) and enough aircraft for 400 squadrons.

By September, 1941, Britain had already shipped to Russia substantial quantities of rubber, tin, wool, lead, jute and shellac. By November that year thousands of tons of sugar had been despatched.

By the end of 1942 Britain had sent to Russia 70,000,000 rounds of small arms ammunition for Army purposes alone, and 50,000 tons from her precious stocks of rubber. Quantities of industrial equipment have also been sent.

Half a million pairs of boots were shipped from Britain to Russia within one week of the German invasion of the U.S.S.R. By April 1942 the entire 3 million pairs of boots asked for by Russia had been shipped from Britain at a cost of 40,000 tons of shipping-space.

In four days alone the Quartermaster-General's Department of the British Army baled, packed and despatched to Russia enough greatcoat cloth to stretch from the White Sea to the Black Sea.

95 per cent: of everything sent to Russia by the British Army Ordnance is newly produced.

It is reported that in May, 1942, the average load handled per dockworker at Murmansk was more than treble what it was in January, 1942 (9.3 tons per working day as against 3 tons). In June the load was even greater.

19 great convoys have arrived safely at Murmansk since the beginning of the Russian war up to the end of 1942. 75 British warships of varying sizes escorted one of the largest convoys in the early autumn of 1942. Up to June, 1942, Britain provided nearly 90 per cent. of the ships sailing by the northern route.

In order to get the stuff to Russia by the northern route British convoys often have to beat their way through foul weather and heavy enemy attacks. On one occasion 40 enemy bombers were shot down out of 350 that attacked a convoy.

British Naval losses in getting convoys to Russia by the northern route are 2 cruisers, 10 destroyers and 6 smaller warships.

Britain has despatched a substantial number of her best locomotives to help the Russian Army and has done fine engineering work in opening up transport through Persia on the southern route to Russia.

As early as the 10th November, 1941, the thousandth goods wagon, built by the Southern Railway Company to carry supplies to Russia through Persia, was sent on its way. Working day and night, men and women finished the work in ten weeks, with the co-operation of other railway companies who helped with materials. In peace-time the same output would be scheduled for twelve-months' work.

The volume of war-supplies carried by the Trans-Persian railway in November, 1941, was doubled by January, 1942. And in January the British railwaymen in Persia were a mere handful as compared with the thousands who had arrived by June, 1942.

In mid-April, 1942, it was reported that great work had been done in speeding the despatch of aircraft through the Persian Gulf so that during the previous four months the total tonnage handled had increased by 600 per cent.

£2,600,000 in voluntary contributions has been collected in

Britain for "Aid to Russia."

The British Government has given the Soviet Government credits amounting to £35,000,000.

By an agreement of the 27th June, 1942, the British Government agreed to ensure the Soviet Government military supplies and other military assistance, the supplies to the Soviet Union of armaments manufactured in Great Britain or the British Empire to be made available free of payment.

It is officially estimated that the British air-offensive against Germany and occupied territories keeps between 1,500,000 and 2,000,000 Germans permanently pegged down there. In addition, half the whole fighter strength of the Lustwaffe is kept away from the Russian front to meet the R.A.F.'s attacks in the West.

British and American operations in North Africa are further calculated to take some weight off the Russian fighting forces.

# 8. America has been lend-leasing valuable aid to Britain, but what has Britain done to help America?

Not half as much as we should like to repay America's splendid generosity. But quite a good deal. Such as:—

The powerful British Navy greatly helps to protect America as well.

In September, 1940, Great Britain gave the United States the right to establish defence outposts and naval bases on British island possessions in the Western Atlantic; this in return for the most timely gift of 50 over-age American destroyers.

In September, 1941, the production of three Canadian shell-making factories, working exclusively for Britain, was diverted to the United States.

All accommodation and facilities for United States troops in the United Kingdom are provided by Britain as reciprocal aid.

A large proportion of all the British army and civilian labour force available for Military construction has been engaged in building hundreds of barracks, airfields, hospitals, supply depots, roads and other facilities for U.S. forces.

It is estimated that the construction programme undertaken in the United Kingdom for the U.S. forces will, when completed, involve an expenditure by Britain of £150,000,000.

Two of the biggest aircrast maintenance depots in the world have been handed over to the Americans. One was specially built and another, already in existence, was handed over intact.

It covers an area of 600 acres, and the buildings provide 1,500,000 square feet of floor space.

U.S. forces in Britain are provided with many types of supplies, including bombs, shells, ammunition, anti-tank mines, Spitfires, as well as large quantities of food from British stocks, to supplement U.S. army rations.

The equipment and tools of a complete anti-aircraft gun barrel factory, and of 12 shell-producing plants, have been sent from Britain to the United States as reciprocal aid.

Britain has sent America machine-tools, anti-aircraft guns, ammunition, Rolls-Royce engines and thousands of barrage balloons. Such supplies are lend-leased by Britain to America with no cash payment in return.

Britain has supplied America with her newest inventions such as radiolocators and astrographs.

Britain has made available to America the results of her practical experience in various campaigns, and has supplied much valuable military and technical information on such matters as German tanks, anti-submarine equipment, magnetic mines, special explosives, aviation, medicine.

The British Merchant Navy—larger than the American—transports many American troops overseas. British warships and aircraft also help to protect the convoys over long stretches of ocean.

A number of American warships damaged in action have already been put back into shape at British naval bases. Ship's stores, fuel oil, water, harbour and stevedore expenses are all lend-leased to American warships and merchantmen.

British aircraft of Coastal Command, destroyers, corvettes and trawlers have helped the Americans in their fight against the U-boats in the Caribbean.

Britain supplied the basic design for the American "Liberty" ship.

British cash contracts in America earlier in the war were a deciding factor in the creation of new American plant capacity and experience in war industry. The British Government has poured about 1,500 million dollars into the American aircrast industry, and spent some 173 million dollars directly in capital assistance to American corporations making aircrast, tanks and guns.

7,000 million dollars was the total of cash purchases made by the British Empire in the United States between September, 1939, and September, 1942; that is a great deal more than the total American lend-lease deliveries to Britain in that period.

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### 9. Is Britain going all-out in war production?

Pretty much. This much:

British industry kept up war production throughout the blitz. For instance, on one occasion a factory was working at 90 per cent. of capacity while part of it was still on fire.

British workers in 1942 were turning out more per head of population than those of any other country in the world. This applies to shipbuilding as well as to work in factories.

Up to the Spring of 1942, the volume of war production in the United Kingdom was greater than that in the United States.

Allowing for the difference in population, Britain in the first quarter of 1942 produced nearly two-and-a-quarter times the volume of army munitions produced by the United States and about twice the weight of combat aircraft. In the second quarter of the year Britain still produced about twice the weight of combat aircraft and one-and-a-half times as much army munitions as the United States in proportion to population, despite the fact that American output grew enormously.

At Ministry of Supply factories along the whole range of the engineering and allied trades, between January, 1941, and June, 1942, each worker on an average increased his output by a third as much again.

British production of munitions of all sorts in February, 1943, was about 40 per cent. greater than that of February, 1942.

Aircraft production in June, 1942, was three times as great as on the eve of the war—and much better and bigger aircraft.

Taking aircraft by structural weight, the output in 1942 was half as much again as in 1941 and included many new types.

In October, 1942, aircraft production was four times as great as in the first quarter of 1940.

British production of aircraft had already reached parity with German aircraft production in April, 1942.

During 1942 the output of heavy bombers trebled and the output of large flying boats was quadrupled.

New records were set up in the production of the Avro Lancaster bomber. The time of construction was cut to one-third of the time it originally took to build machines of this size. This bomber has more than 50,000 parts and carries over 7 tons of bombs. The speed is 300 miles per hour.

In March, 1942, our heaviest bombs were eight times as heavy as those commonly used in 1940; by September, 1942, our heaviest bombs (8,000 lb.) were sixteen times as heavy as in 1940.

British pursuit aircraft are the fastest and most efficient in the world.

In March, 1942, Britain was producing five times as many tanks as in July and August, 1940.

In June, 1942, the production of tanks, jeeps and other mechanical vehicles was at the rate of 257,000 a year.

During the 18 months ending July, 1942, the output of tanks was trebled.

Taking armoured fighting vehicles as a whole, production in July, 1942, was nearly four times as great as in January, 1941.

In August, 1942, the British Army had 500,000 vehicles on charge as compared with 45,000 at the start of war.

In the last quarter of 1941 four times as much naval tonnage was completed as in the last quarter before the war, and twice as much merchant tonnage.

By September, 1942, all capital ships, aircraft carriers and cruisers lost in the preceding two-and-a-quarter years had been replaced; losses of destroyers and submarines had been more than replaced and a fleet of corvettes had grown up, which numbered more than 200 by the beginning of 1943.

Since the outbreak of war, over 900 warships have been completed in British shipyards at home and overseas.

By September, 1942, 140,000,000 gross tons of merchant shipping, or 35,000 ships, had been repaired and put back into service.

By the end of 1942, 34,000 warship repairs and refits had been made.

The 1942 target for merchant shipbuilding was considerably exceeded, and a substantially greater tonnage was completed than in 1941.

In October, 1942, it was announced that output per man in British shipyards, calculated in tons of steel, was approximately twice that in American shipyards.

By December, 1941, the time of turnround of ships had been reduced by nearly two-and-a-half days on average; this equals nearly 1,500,000 extra tons of merchant shipping.

By August, 1942, Royal Ordnance factories were producing four-and-a-half times the number of guns they were producing in August, 1941.

By July, 1942, British guns—2-pounders and upwards (excluding aircraft cannon)—were being produced at the rate of 60,000 a year.

In July, 1942, the British Army had more 6-pounder anti-tank guns than they had 2-pounder anti-tank guns a year before.

In August, 1942, one Royal Ordnance factory alone had a monthly output of guns equal to three-quarters of the total monthly output for all Britain in the First World War at the period of peak production.

The total output of artillery in 1942 was nearly double that of 1941.

At the start of 1942 small arms and filled rounds of ammunition were being produced in double quantities as compared with the already very considerable production of six months before.

In June, 1942, we were producing ammunition for big guns at the rate of 25 million rounds a year, and ammunition for small arms at the rate of 2,000 million rounds a year.

150,000 items per week were dealt with by one single depot of the Royal Army Ordnance Corps in April, 1942. In 1940 this dealt with 30,000 items a week.

The output of filled shells and small arms ammunition in 1942 was more than twice as great as in 1941, and the output of small arms was fifteen times greater.

In May, 1942, the current British rate of production of machinetools was six times normal.

Taking warlike stores as a whole, production nearly trebled between January, 1941, and June, 1942.

In October, 1942, Britain's production of warlike stores was five-and-a-half times that achieved in the first quarter of 1940.

Over the whole field of war production output in 1942 was half as much again as in 1941.

# 10. Are the British mobilising their man-power all they could?

These are the figures:

23½ million British men and women are mobilised in the Services or in vital industry; that is excluding all voluntary workers. (The total adult population of Britain is 33½ millions.)

Two out of every three Britishers, men and women, between the ages of 14 and 65, are doing full-time war work. Many do more jobs than one. (Industrial workers in Home Guard, etc.) Many others, such as housewives, who can't do full-time, do part-time war work as far as they can.

Women who work less than 55 hours a week, and men who work less than 60, have to do 48 hours a month of additional national service in the Civil Defence, fire-watching or Home Guard.

In addition to the 23,500,000 in the Services and essential industry, at least 9 million more jobs are being done by voluntary or unpaid workers, including nearly 2 million Home Guards, over 4 million fire watchers, and some 3 million voluntary collectors in the National Savings Campaign.

Over 2½ million married women are now in employment.

Between January and May, 1942, the Ministry of Labour and National Service placed 757,845 women in all forms of industry, including 387,000 in the munitions industry. In December, 1942, the Ministry was still interviewing women at the rate of 50,000 a week.

The increase in the number of women in industry (excluding Civil Defence) in the three years since mid-1939 is estimated at rather more than 1,500,000.

Women have been withdrawn from less essential industries so that the munitions and other vitally essential industries have altogether benefited by an increase of nearly 2,000,000 women workers in the three years. The Ministry of Supply alone employs 5,223 women as scientific assistants.

And Britain is the only country in the world which conscripts women for its uniformed Services. The Women's Auxiliary Air Force has expanded to 78 times its original size.

More than three in every four British boys  $(77\frac{1}{2} \text{ per cent.})$ , and nearly three in every four British girls  $(67\frac{1}{2} \text{ per cent.})$ , between the ages of 14 and 17 are doing work in vital industry.

In the engineering trade alone over 1,000,000 people were working for the Ministry of Supply in April, 1942.

Over 1,000,000 people were working on the production of aircraft in December 1942.

By February 1942 the labour force employed in shipbuilding had been doubled since the start of war.

In the Royal Ordnance factories 60 per cent. of the employees are women,  $32\frac{1}{2}$  per cent. semi-skilled or unskilled men, and only  $7\frac{1}{2}$  per cent. skilled men.

Some British factories making big guns are staffed to over 70 per cent. by women. A great proportion of these women had never been in a factory two years ago: now they are working 56 hours a week at the machines; women are doing skilled men's jobs and doing them well.

In the newest Royal Ordnance factory, making 6-pounder guns, women constitute 80 per cent. of the labour on the production side. British railways now employ 85,000 women on work formerly done by men. One British shipyard is manned entirely by women.

When the British work they do work. The loss of working time from industrial dispute now averages just about half-an-hour per man per year.

In order to achieve this mobilisation of manpower the British have had to make very many sacrifices and changes in the home life so dear to them. It has been estimated that by the end of 1941 approximately 5 million civilian adults—quite apart from the millions in the armed forces—were living in districts other than those in which they were resident in 1939. Up to the end of June, 1942, there had been recorded nearly 20 million removals between different local administrative areas.

# 11. Granted that British industry is forging ahead, how about British agriculture?

British farmers are doing a vital war-job in cutting down the import of food and relieving the strain on shipping to the utmost by bringing back land to cultivation and improving the fertility and output of the land by the best possible methods of draining and mechanised farming.

The ploughing-up campaign in 1942 has brought 6 million more acres under the plough than before the war. This means three acres under the plough for every two before. That was previously considered to be about the maximum possible achievement, but still more acres are being ploughed in 1943.

From being 40 per cent. self-sufficient in food before the war, Britain has now made herself nearly 70 per cent. self-sufficient. This is an achievement unsurpassed in agriculture.

The British output of wheat, barley and oats had risen in 1941, measured by tonnage produced, by 50 per cent. since the start of the war.

British vegetable production was raised from 2½ million tons in 1938 to nearly 4 million tons in 1941.

In 1942 something like 80 million tons of crops were harvested.

Allotments now stand at practically double the pre-war figure; there are over 1,750,000.

Between 2 and 3 million private garden owners contribute to the war effort producing £10-£15 million worth of vegetables, thus releasing land for crops which private individuals cannot grow.

Britain now grows her own domestic sugar ration.

In the first six months of 1942 British milk production was 10 million gallons above the pre-war average for the first six months of the year; this despite the great increase in ploughland.

The increase in total sales of milk in England and Wales for the six months ending September 1942, as compared with 1941, was over 40 million gallons. The increased milk production in the summer of 1942 was obtained despite the fact that 50,000 fewer cows were in milk than in the corresponding period of 1941.

About four million acres have been or are being improved under the drainage programme.

In the first nine months of the wartime drainage programme, the British had already achieved more than the Italians in their much-vaunted drainage of the Pontine marshes, which took considerably over nine years.

Britain is to-day the most highly mechanised farming country in Europe. She is estimated unofficially to have 125,000 tractors, as against 50,000 at the start of war. Britain now has more tractors than the Germans, who had 70,000 at the start of war. Output

per man in Britain, measured by food values, has gone up by 60 per cent., as compared with a mere 5 per cent. in Germany. British agriculture is now producing per man unit nearly three times as much as the Germans.

Even on the land Britain, in the autumn of 1942, was able to maintain a 24-hours-a-day effort, thanks to the introduction of night ploughing. Day and night the ploughmen toiled, the unskilled workers being trained for daytime ploughing, and the skilled ones working through the night.

### 12. How has inland transport contributed to the war effort?

British railways have done a terrific job since the war began, and have worked under great difficulties. Black-out reduces rail capacity by 25 to 30 per cent. 100,000 railwaymen have been called up. 50 passenger trains have been lost in air-raids.

More than 20,000 goods trains a week are being run, and nearly 1,000,000 loaded wagons. Through one main line junction alone 3,000 wagons pass every 24 hours in each direction.

150,000 special trains for troops and their equipment have been run since the beginning of the war. There are now more than 4,000 troop trains a month.

In peacetime there were 17,500 half-day and evening excursions during the summer. Now there are no excursions—instead there are 1,000 extra trains every day to carry workers to and from war factories and 400 special train-loads of coal are moved every week.

Journeys at workmen's rates have increased by 34 per cent. Passenger services as a whole have gone down by 30 per cent., and the reduced number of trains are carrying on the average twice as many passengers per journey as before the war (two-thirds of the passengers on long-distance trains are troops in uniform).

Amenities of travel have gone. In peacetime there were 700 dining cars in use. Now there are only 70, for the longest journeys only.

At the time of Dunkirk, 620 emergency trains were run in eight days, carrying 300,000 troops from seven ports in the south-east of England. At the busiest time, 100 special trains were worked in 24 hours.

At the end of 1941, locomotives and other rolling-stock were rushed to Persia, to speed up supplies to Russia over the Trans-Persian Railway.

143 locomotives, specially equipped, with tenders and spare parts, were sent, and 1,600 steel-frame 12-ton wagons were built in record time. By working night and day, the assembling works fitted together the 1,800 parts of each wagon so that one was completed every 37 minutes.

Preparations for the North African Expedition involved the running of 440 special troop trains, 680 special freight trains,

and 15,000 railway wagons by ordinary goods services, to carry men and materials to the embarkation ports.

Rail and road transport have been co-ordinated. "Cross-hauls" in transport have been cut out. Chocolates, cigarettes, fish, groceries and provisions of all kinds which used to travel across the country do so no longer.

Retail delivery has been rationalised, saving 34,000 road vehicles and 25,000,000 gallons of petrol a year, or 36 per cent. of the amount formerly used.

Canals, too, have been brought under Governmental control. With 6,000 boats and barges they help to reduce pressure on the railways, carrying 1,000,000 tons a month. Half of this total is represented by fuel, the remainder is made up of heavy bulk cargoes such as building materials, munitions, fertilisers and manufactured foodstuffs.

### 13. Is Britain's economy on a proper wartime footing?

Before the war the British Government consumed a fifth of the nation's resources. Now it consumes over half. In human terms, private living standards have been slashed.

In 1941, it is estimated, about 40 per cent. of the British national income went in taxes, including compulsory contributions for social insurance and war risks or damage.

In 1942-3, it is estimated, the British Inland Revenue will net in taxes nearly treble the amount collected in 1938-9—£1,522 million as against £520 million. And that relates only to the budget of the central government. (Inland Revenue includes Income Tax, Surtax, Estate Duties, Stamps (Inland Revenue), National Desence Contributions, Excess Profits Tax, etc.)

In Britain a single person earning £500 per annum now pays over £150 of it away in income tax; if he earns £1,000 he pays over £380. On unearned income the tax is even higher. A married couple with two children and an unearned income of £100,000 have £5,830 left after taxation—94 per cent. of their income gone.

Besides this very heavy income tax and surtax, indirect taxation is also most stringent. 20 cigarettes now cost 2/- in Britain; nearly three-quarters of the price (1/5) goes to the Exchequer in duty.

The duty on beer, at the present reduced average strength, accounts for more than half the price (6½d. out of 11d. a pint).

Even on tea, the staple drink of British working families, you pay just over 6d. in duty on a pound costing 2/6.

There is now no white bread in Britain; there are no bananas, no lemons and only a few oranges for children.

The adult people of Britain are on small rations of meat, milk, eggs, butter, margarine, fats, bacon, ham, sugar, tea, preserves, sweets and chocolate.

Purchase-control by a flexible rationing system by "points" further applies to canned meat, canned fish, canned beans, dried fruit, rice, sago, tapioca, dried pulses, canned fruit, canned peas, canned tomatoes, canned milk, breakfast cereals, oat flakes, syrup, treacle and biscuits.

Britain is saving a great volume of shipping-space and inland transport by using milk and eggs in their dehydrated form.

On a wide range of luxury goods you pay a purchase tax amounting to two-thirds of the wholesale value. And on a very wide range of other goods for civilian consumption you pay a purchase tax of one-third or one-sixth.

The ordinary man who cannot show urgent necessity for using his car is allowed no petrol at all.

The manufacture of private cars has stopped altogether, and the Government is requisitioning tyres of laid-up cars for rubber reclamation.

Travel by rail is considerably more expensive and more restricted than in normal times. There are no more excursions or special holiday trains in Britain.

To a great extent the non-food retail trades in Britain have already lost half their whole labour force.

The production of many essential articles of civilian consumption (other than food) generally does not exceed 20-25 per cent. of the pre-war volume.

Only 3 per cent. of Britain's timber supply is now available for civilian and domestic consumption.

Only standardised "utility" furniture may now be made. This economical furniture conforms to specified descriptions and measurements, and there is only enough of it to supply urgent needs. Purchasing is only by license; priority is given to persons who have been bombed out, or who are setting up house for the first time.

Under 7 per cent. of Britain's iron and steel is being used for domestic and civilian purposes.

Britain's present production of saucepans and kettles only enables every household in the country, on an average, to buy one new kettle and one new saucepan every four years.

The supply of clothes available for British civilians is less than half what it was before the war. Clothes are strictly rationed and are largely cut to standard patterns.

Linen sheets are no longer made. The manufacture of quilts, bedspreads and tablecloths is forbidden.

The quantity of paper available in Britain is about one-fifth the pre-war supply. Newspapers are cut accordingly.

In three and a half years, September, 1939—February, 1943, people in Britain salvaged over 1,000,000 tons of waste paper, over 842,000 tons of ferrous metal, over 61,000 tons of rags, over 28,000 tons of non-ferrous, metals, over 15,000 tons of rubber, over 32,000 tons of bones, over 610,000 tons of kitchen waste. And these figures exclude all salvage sent in by the various trades concerned.

In September, 1942, Britain was salvaging scrap metal at a rate sufficient to save the import of ore by millions of tons a year.

Over and above all taxes and restrictions the British are voluntarily saving or giving nearly every penny they can.

There were over 300,000 Savings Groups in the United Kingdom at the end of 1942. That is more than six times the number in September, 1939.

The National Exchequer has received over £20 million in free

gifts and over £50 million in loans free of interest.

Over £469 million was raised for the war savings campaign in War Weapon Weeks held between September, 1940, and June, 1941. This is an approximate average of £10 per head of the British population.

Over  $£545\frac{1}{2}$  million more was raised during Warship Weeks in the United Kingdom between October, 1941, and March, 1942. The amount thus raised in England and Wales alone (nearly £478 million) represents the cost of a fleet consisting of 5 battleships, 4 aircraft-carriers, 45 cruisers, 300 destroyers, 160 corvettes, 33 submarines, 267 minesweepers, 124 motor-torpedo boats, 117 depot ships, sloops, monitors, etc.

Over £5,000 million had been saved or lent free of interest to the nation up to March, 1943. That is an average of over £100 per head of the British population.

### 14. Are the British going all out to win?

The facts and figures speak for themselves.

The British have made mistakes in the past and there have been muddles. The British themselves are the first to admit it—and the first to insist upon their remedy.

No shirkers in Britain? Of course there are some shirkers. There always are. There are exceptions to the general run of patriotic, hard-working, war-working men and women, but they are exceptions. People in Britain don't tell each other much about their unflinching will to win. That is taken for granted. They just get on with the job.

The enemy does not leave the British in peace. 47,422 British men, women and children had been killed in enemy air raids by the end of February, 1943. 55,323 men, women and children

had been seriously injured. Even in the lull during the first six months of 1942 bombs were, on an average, being dropped by the enemy somewhere in the British Isles every other night.

British people contrive to be cheerful even in wartime. But they know very well by now what war means. They are veterans at war; have been fighting the Germans longer than anybody else except the Poles.

The British are now in their fourth year of war with its conscription, blackout, air-raids, fire-watching, Home Guard, national service, long hours, few holidays, nerve-strain, food rationing, clothes rationing, restricted travel, no private petrol, taxes, warsavings, salvage, austerity. Yes, war is quite a serious business in Britain.

For the British know that they can never let up till this war is absolutely won. They know that they have done a good deal, but that it is still nothing like enough. They feel that they have suffered a good deal, but nothing comparable to the agonies of their continental allies under the German terror. People in Britain realise only too vividly that by this comparison their trials have been light. They feel that the only way to get right with themselves on this is to devote themselves selflessly, as never before, to the achievement of total victory.

While the enemy was on top the British took what was coming to them and did not squeal. They stuck it out and went on working to make themselves stronger. Now the British are dead-set on handing it out to the enemy. And they are beginning to hit back. In entering upon the new year of 1943 the British nation rededicates itself to the struggle in a newly offensive determination.

The British are going all out to win.

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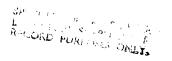
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# WHAT THE BRITISH EMPIRE HAS DONE

FACTS AND FIGURES
ON THE EMPIRE
AT WAR

Third Edition

March 1944



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# What the British Empire has done

# Facts and Figures on the Empire at War

This Second World War is being fought as one single whole. The war effort of the British Empire is one, very important, contribution to the common war effort of the United Nations.

On June 30th, 1943, Mr. Churchill, Prime Minister of the United Kingdom, spoke of the Empire at war.

"Three years ago . . . against the triumphant might of Hitler . . . we stood alone. Then, surely, was the moment for the Empire to break up, for each of its widely dispersed communities to seek safety on the winning side. . . . But what happened? It was proved that the bonds which unite us, though supple and elastic, are stronger than the tensest steel. It was proved that they were the bonds of the spirit and not of the flesh, and thus could rise superior alike to the most tempting allurements of surrender and the harshest threats of doom.

"In that dark, terrific and also glorious hour, we received from all parts of His Majesty's dominions, from the greatest to the smallest, from the strongest to the weakest, and from the most modern to the most simple, the assurance that we would all go down or come through together."

### THE UNITED KINGDOM

"We are fighting to save the whole world from the pestilence of Nazi tyranny and in defence of all that is most sacred to man. This is no war of domination or imperial aggrandisement or material gain: no war to shut any country out of its sunlight and means of progress. It is a war, viewed in its inherent quality, to establish, on impregnable rocks, the rights of the individual, and it is a war to establish and revive the status of man."

WINSTON CHURCHILL, 3.9.43.

### MANPOWER MOBILISED

The population of the United Kingdom is 47<sup>3</sup> million; at the end of 1943 22,750,000 men and women were in the Services or

vital employment; in addition at least 9 million more jobs were being done by voluntary or unpaid workers including nearly 2 million Home Guards and over 5 million fire-watchers.

### THE FORCES

### The Army

At the outbreak of war the strength of the British Army, including Reserves and Territorial Army, was 850,000. At the beginning of 1941 Mr. Churchill stated that, counting the Home Guard, the U.K. had about 4 million armed and uniformed men. No later figures are available.

"History will record how much the contribution of our soldiers has been beyond all proportion to the available manpower of these islands." (Churchill, 22.2.44.) The British Army has fought the enemy on the battlefields of Europe, Africa and Asia: in Norway, France, Holland, Belgium, Egypt, Eritrea, Abyssinia, Somaliland, Madagascar, Syria, North Africa, Persia, Sicily, Italy, Greece, Crete, Burma, Malaya and Hong Kong.

With other Allied and Empire forces they conquered the great Italian Empire in Africa. The Eighth Army drove the German Afrika Korps 1,800 miles across North Africa. The First Army headed the Allied drive into Tunisia in November 1942; 76 per cent. of the Eighth Army and 90 per cent. of the First Army were troops from the United Kingdom. (See also Australia, New Zealand, South Africa, Newfoundland, India.)

The Eighth Army, including a Canadian Division, and in cooperation with the American Seventh Army, conquered Sicily in 39 days; by the end of 1943 the Eighth Army, including the New Zealand Division, had advanced some 650 miles up the Italian peninsula. (See also Newfoundland, India.) The Anglo-American Fifth Army achieved an important victory when they won the battle for the Salerno beaches in September 1943—at that time the most daring amphibious operation yet launched.

By the beginning of 1944 the 14th Army (U.K. and other Empire troops) were on the offensive in Burma. (See also India, West Africa.)

The British Army has also performed the key task of containing the enemy in strength by means of its forces in the British Isles, Gibraltar, Malta, Cyprus, Palestine, Iraq, Syria, Persia, and India; and was for a considerable time in Iceland, and also Madagascar.

### The Royal Navy

In 1939 the personnel of the Royal Navy numbered about 133,000. By September 1942 five times as many men as were in

the Navy at the beginning of the war were in ships alone in addition to those serving on shore.

The Royal Navy patrols the seas from Ceylon in the Indian Ocean to Halifax in the North Atlantic, and operates all over the world. At any one time there are never less than 600 warships at sea keeping open 80,000 miles of trade routes.

From the beginning of the war up to December 31st, 1943, British ocean convoys totalled 191,000,000 ship-miles. Out of about 3 million soldiers who had been moved all over the world under the protection of the British Navy only 1,348 had been killed or drowned, including missing, by February 1943. (See also Canada.)

In offensive action the Royal Navy has scored notable successes against the German fleet including the sinking of the "Graf Spee," "Bismarck" and "Scharnhorst"; in the Mediterranean it has won every major action; and it has played an essential part in amphibious assaults in European and African waters. (See also Canada, Australia, New Zealand, South Africa, India.)

From the beginning of the war to the end of 1943 a total of 10,056,000 gross tons of German and Italian shipping had been captured, sunk or damaged by surface vessels, submarines, aircraft or mines. This was largely the work of the Royal Navy and does not include losses inflicted by Russian forces.

### The Merchant Navy

The number of seamen in the Merchant Navy, including men from many other parts of the Empire, before the war was about 160,000. The present figure is not available, but it is certainly higher. (See Canada, Australia, New Zealand, Newfoundland, India.) Casualties have been heavy.

British Empire merchant shipping tonnage in 1939 was 21,434,000 gross tons, and a very large proportion of this belonged to the U.K. Merchant Navy. At any one time there are nearly 2,000 merchant ships from the U.K. alone at sea.

The Merchant Navy keeps armies and garrisons supplied all over the world. In one month, October 1941, U.K. shipping carried overseas 23,000 Army vehicles, some 1,300 aircraft, over 400,000 tons of military and air stores and some hundreds of locomotives.

Up to November 1943 merchant ships had shot down 119 enemy aircraft by themselves, and 141 in combined fire with their naval escorts; they have also fought many successful actions against U-boats.

### Royal Air Force

No figures are available for the strength of the R.A.F. It has served in all theatres of war, including Russia.

The R.A.F. decisively defeated the Luftwaffe in the Battle of Britain and then moved to the offensive. In 1943 more than four out of every five enemy aircraft destroyed by British-based fighters, including other Empire and Allied units, were shot down on the enemy's side of the English Channel.

By the beginning of 1944 aircraft of Coastal Command had flown well over 80 million miles; over 30 million of them in 1943, of which 25 million were on anti-submarine patrols.

Over 200,000 tons of bombs had been discharged on Germany by Bomber Command of the R.A.F., including Empire units, by the end of 1943. 157,000 tons were dropped on German-occupied Europe and Italy in 1943, and of these over 136,000 tons were dropped on Germany itself.

The R.A.F. played an important part in North Africa; on one day alone (May 6th, 1943) over 2,500 sorties were flown and 1,250,000 lb. of bombs dropped. Similar work is being done in Italy.

The R.A.F. are also fighting in the Far East. In two air attacks on Ceylon in April 1942 the Japanese lost about one-third of their total raiding force engaged in these attempts, and received their first decisive setback in that quarter.

On the Burma front in early 1944 the R.A.F. was making nearly eight times as many bombing raids and dropping more than eight times the bomb load it dropped a year before. The fighter offensive on that front had grown ten-fold since February 1943.

(See also Canada, Australia, New Zealand, South Africa, Newfoundland, Southern Rhodesia, India.)

### Women's Auxiliary Services

The Auxiliary Territorial Service formed in 1938 numbered 212,000 in December 1943. The Women's Royal Naval Service was first formed in 1917 and re-formed in April 1939. By December 1942 it numbered 40,300. No later figures are available. R.A.F. companies of the A.T.S. were formed in 1938, and in June 1939 the formation of the Women's Auxiliary Air Force as a separate service was approved. Figures are not available, but after four years of war it had expanded to 79 times its original size.

### Civil Defence

No recent figures are available for the strength of the Civil Defence and Fire Services. The ratio of part-time Civil Defence workers to full-time is about 10 to 1.

In addition over 5 million men and women are enrolled as fire fighters.

Since the occupation of France in mid-1940 London has been 15 minutes by air from German airfields. Civil Defence personnel—men and women—were front-line fighters during the German air attacks of the Battle of Britain. Provincial cities also suffered greatly. Up to November 1942 over 2,750,000 houses in England and Wales had been damaged by bombs, i.e., more than one out of every five. Wardens, firemen, police, rescue squads, drivers, nurses and auxiliaries prevented war production from being fatally interrupted.

### WAR INDUSTRIES

The switch-over of U.K. economy to maximum war production was marked during the period 1939-40 by the development of the factory programme planned before the war. Dispersal of industrial plant to minimise the effects of air attack proceeded up to about March 1941. By that time important new plant was coming into production, and the end of 1941 saw the solution of the major problems of creating productive capacity and manufacturing equipment. This in turn called for further rationalisation in the employment of Britain's limited manpower. Direct governmental control applies to labour as well as to industrial capacity, machine tools and raw materials. The U.K. has reached full mobilisation of manpower. Higher output per unit is being achieved by simplification of design, careful use of skilled labour, rapid training and up-grading of dilutees.

During 1940 and 1941 U.K. industry kept up war production in spite of the constant danger from enemy air raids. On one occasion a factory was working at 90 per cent. of capacity while part of it was still on fire.

Women play a very important part in U.K. industry. In 1943 40 per cent. of the employees in the aircraft industry and 35 per cent. in the engineering and allied industries were women as compared with 12 per cent. and 16 per cent. respectively in 1940; while in the chemical and explosives industry 52 per cent. are women, and in Royal Ordnance factories the proportion is 60 per cent.

U.K. war production is built on a steel industry which had an output of ingots and castings in 1937 of 13 million tons.

### Shipbuilding

Naval construction has been on a massive scale. About 70 per cent. of the effort devoted to new construction is employed on naval work; in addition a large proportion of the labour working

on repairs and conversions has been contributing to naval strength by making merchant vessels available for operational use.

In November 1943 Mr. Lyttelton said that no fewer than 170 major vessels and over 2,000 naval vessels of all types would be

completed during 1943.

The output of merchant ships up to the end of 1943 appreciably exceeded the total output of the last war. That is the result judging by tonnage figures alone, and not taking into full account the much greater complexity of ships today. The merchant ship target output for 1943 was achieved. The quality of the vessels coming off the stocks was again improved, and the horse-power per gross ton of ocean-going ships completed in 1943 was 12½ per cent. above the figure for 1942.

In the first three years of the war over 23,000 warship repairs and refits were done, and 140,000,000 gross tons of merchant ships,

or 35,000 ships, were put back into service.

### **Aircraft**

From the outbreak of war to the end of 1943 the U.K. had produced 90,000 aircraft, over 80 per cent. of which were combat types. For every 100 aircraft engines produced in 1939 the U.K. produced 325 in 1941 and 485 in 1943. The Merlin, the engine produced in greatest numbers, came along much faster—for 100 in 1939 production was 490 in 1941 and 880 in 1943.

A very high proportion of aircraft produced are heavy bombers, each equivalent in terms of man-hours to four fighters and 40 primary trainers. Increasing efficiency is, however, reducing the number of man-hours per plane, e.g., in the Lancaster heavy

bomber by 38.2 per cent. in 1943.

In 1943, of the total structure weight of new aircraft delivered to the R.A.F. and Fleet Air Arm, over 75 per cent. came from U.K. production, 6 per cent. from the rest of the Commonwealth, and 18 per cent. from the U.S.A.

The peak of output expressed in tonnage of aircraft has not yet been reached, but the present tendency, with the great need for economy in labour, is to reduce the number of types produced and to concentrate especially on heavy machines so that the number produced in 1944 may well not be larger than in 1943. Spare parts are still being produced for older types, and important repair work is being carried out.

### Vehicles and Tanks

From the beginning of the war to the end of 1943 the U.K. produced 83,000 tanks, armoured cars and carriers, and more than 1,000,000 wheeled vehicles of unarmoured types for Army purposes.

### Other Munitions and Equipment

From the outbreak of war to the end of 1943 U.K. production supplied the British Army with over 115,000 guns of calibres larger than 20 mm.; 150,000,000 rounds of gun ammunition; nearly 5,500,000 machine guns, rifles, sub-machine guns and automatic pistols; nearly 7,000,000,000 rounds of small arms ammunition; in addition to hundreds of thousands of 40 and 20 mm. cannon-guns and machine guns for aircraft, guns of all calibres from 5-in. to 16-in. for the Navy, and very large quantities of the necessary ammunition.

The total production of munitions has risen approximately as follows: first half of 1940, 100; first half of 1941, 150; first half of 1942, 230; first half of 1943, 300.

### **FINANCE**

At the end of the financial year 1942-43 the cost of the U.K. war effort from September 1939 had reached £13,000,000,000; the figure for 1943-44 was £4,900,000,000, that is just over £100 per head of population.

Income Tax has been increased steeply; the 1943-44 Budget left it at the standard rate of 10s. in the £, and the maximum rate of tax at 19s. 6d. in the £.

The present number of direct Income Tax payers is 12½ million (as against 4 million in 1919). In 1942 about 40 per cent. of the British national income went in taxes, including compulsory contributions for social insurance and war risks or damage.

Since July 1940 the Excess Profits Tax has been 100 per cent. on the increase in companies' profits in excess of the pre-war basic standard; indirect taxes have been increased and a purchase tax imposed.

Altogether Tax Revenue (central government budget only) increased from £896,000,000 in 1938-9 to an estimated figure of £2,873,500,000 in 1943-44.

The total of National Savings from the beginning of the campaign, November 1939 to March 1944 is £6,937,007,200 of which £2,667,390,800 is from small savings.

### AID TO THE UNITED NATIONS

### To Other Parts of the British Commonwealth

It is impossible to summarise the full extent of the aid from the United Kingdom to other parts of the British Commonwealth. The war effort of each part of the Commonwealth is tied up very closely with that of the other members.

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The following are examples of assistance from Britain.

Cruisers, destroyers and other naval vessels built in United Kingdom shipyards have been handed over to the Commonwealth navies, sometimes without payment.

• The British Merchant Navy, under the protection of the Royal Navy, has carried vital supplies to all parts of the Commonwealth.

Technical assistance and advice on new processes have been supplied by Britain to all centres of war industries in the overseas Empire. For example, Australian official scientists and technicians have been supplied by Britain with secret processes and technical information. Another example of assistance is the provision of key workers; technicians have been released from factories in Britain to work in Australia. Britain has also sent information and workers to Canada; in the early years of the war small parties of technicians were sent, at Canada's request, to help in the organisation of production.

Britain has sent plant, equipment and technicians to India to assist in the expansion of war industries, and has trained groups of young Indian workers in British factories. A Ministry of Supply Mission under Sir Alexander Roger visited India in 1941 to advise on the new production drive.

The United Kingdom bears the bulk of the cost of defence of the Colonial Empire; these territories pay only a little more than they did in peacetime, which was generally under 5 per cent. of their total budgets. Britain gives financial help on a large scale for India's defence, to the extent of millions of pounds sterling, and bears the cost of India's troops abroad.

### To U.S.A.

By November 1943 it was estimated that aid by the U.K. to the U.S.A. amounted to 10 per cent. of the U.K.'s war expenditure.

U.K. aid to the U.S.A. is mainly the provision of services and a wide variety of items transferred in the daily course of the war such as the free provision of transport services, accommodation, airfields, etc., together with information and the results of research.

U.S. forces in the U.K. are provided with many types of supplies including bombs, shells, ammunition, anti-tank mines, Spitfires and food. An estimated value of work done by June 30th, 1943, on capital installations for U.S. forces in the U.K. was £92,000,000. Much more has been done since then.

The U.K. has also made available to the U.S., free of charge, machine tools, anti-aircraft guns, ammunition, Rolls-Royce engines, thousands of barrage balloons and inventions such as radiolocation, astrographs and the jet-propulsion aero-engine.

### To U.S.S.R.

The U.K. has sent war material free of charge to the U.S.S.R. since the latter became engaged in war with Germany. By September 1941 the U.K. had already shipped to the U.S.S.R. substantial quantities of rubber, tin, wool, lead, jute and shellac, and by November of the same year thousands of tons of sugar had been despatched. Half a million pairs of boots were shipped from Britain to Russia within one week of the German invasion of the U.S.S.R. By April 1942 the entire 3,000,000 pairs of boots asked for by Russia had been shipped from Britain at a cost of 40,000 tons of shipping space.

4,690 complete aircraft had been despatched by the end of May

1943, together with appropriate supplies of spares.

Military and industrial supplies sent to the U.S.S.R. under the U.K.'s lend-lease agreement totalled £179,000,000 up to June 30th, 1943. Additional to that are the expenses of convoying the stores and keeping open the routes. Up to June 1942 the U.K. provided nearly 90 per cent. of the ships sailing by the northern route to Russia.

### To China and other Allies

Credits formed most of the assistance which the U.K. gave to her Allies other than the U.S.A. and the U.S.S.R. before her comparatively recent lend-lease arrangements with them. The U.K.'s credits to her Allies, other than the U.S.A. and the U.S.S.R., together with such lend-lease as was provided before then, totalled about £186,000,000 by December 31st, 1942.

The U.K. has supplied free of charge arms, munitions and military equipment to Chinese forces in China within the limitations of transport from India. Chinese troops in Burma and India have been issued with all they require locally on lend-lease terms.

In November 1943 the U.K. had on loan to the Allies, 1 cruiser, 14 destroyers, 17 corvettes, 6 submarines, 16 motor torpedo boats, 17 motor launches, 19 minesweeping vessels and 4 frigates.

### CANADA

"Canada's entry into war was the deliberate decision of a free people," By "their own representatives in a free Parliament . . . as a nation of the new world we placed ourselves freely at Britain's side because Britain's cause was the cause of freedom."

MACKENZIE KING, 4.9.41.

### MANPOWER MOBILISED

The population of Canada is 11½ million. By the end of 1943 1,100,000, excluding those in the Forces, were engaged on war work in some form; of these more than 260,000 were women.

The corresponding figure in 1941 was 700,000. The strength of the Forces in December 1943 was more than 750,000, including over 40,000 women.

### THE FORCES

See also "The Canadian Armed Forces at War." Quote No. Q.5555.

### The Canadian Army

By December 1943, the Canadian Army had increased to more than 470,000. At the outbreak of war it had numbered only 4,500. In addition to the record of Canadian service in the U.K., on raids at Spitzbergen and Dieppe, in Newfoundland, Iceland, Hong Kong, the West Indies, Bermuda and in Kiska in the Aleutian Islands, the Canadian First Division took part in the conquest of Sicily, and the victorious landings in Italy. Canadian units in Italy in early 1944 were operating as a corps under Canadian Command.

Canadian engineering units have built roads in Alaska and Britain and fortifications in Gibraltar; and a Canadian Forestry Corps has been operating in Britain.

### The Royal Canadian Navy

The Royal Canadian Navy has multiplied 10 times since 1939. By February 1944 Canadian naval strength had increased from 3,600 men and -15 vessels at the outbreak of war to over 74,000 men and more than 700 craft, of which 250 are ocean-going combat ships (destroyers, corvettes, etc.).

Canadian naval forces are playing a large part in the protection of North Atlantic supply routes; it was estimated in January 1944 that between 40 per cent. and 47 per cent. of the naval forces engaged in the Battle of the Atlantic were Canadian. In addition the Canadian Navy has co-operated in the defence of the North Pacific Coast, and has taken part since the end of 1942 in operations in the Mediterranean.

### Canada's Merchant Navy

To man new merchant ships as they are built, and to make up any deficiencies in crews ready to sail in convoy, the Canadian Department of Transport has evolved a system of "manning pools" for sailors at Montreal, Halifax and Vancouver. Nearly 44,500 Canadian merchant seamen were on the central registry in Ottawa in February 1944.

### Royal Canadian Alr Force

Canada is the fourth greatest air power among the United Nations. Its Air Force had increased from a pre-war total of 4,000 to about 200,000 by November 1943. By 1944 the R.C.A.F. had 42 squadrons overseas operating under the direction of R.A.F. Bomber Command, Coastal Command, Fighter Command, Allied Expeditionary Air Force, Mediterranean Command and India Command. The R.C.A.F. also carries out anti-submarine patrols from North American bases. The R.C.A.F. has fought in nearly all theatres of war, including the Aleutians, Ceylon, and the North Atlantic.

A great proportion of R.C.A.F. airmen are members of R.A.F. squadrons, especially in the European and Mediterranean areas. These men are enlisted and trained in Canada and are paid for by the Canadian Government.

### The British Commonwealth Air Training Plan

By early 1944 the British Commonwealth Air Training Plan, administered by the Canadian Government, had turned out a total of over 86,000 air crew graduates. The plan was proposed in September 1939, and by December 1941 it was in full operation. Air crews from the United Kingdom, Canada, Australia, and New Zealand, and from other United Nations are trained in Canada at 154 schools. The majority of the graduates are Canadian; half the cost is paid by Canada.

### Women's Auxiliary Services

The Canadian Women's Army Corps, founded in 1941, had increased to more than 16,200 by January 1944, and the Royal Canadian Air Force (Women's Division) founded in the same year, to more than 16,400. The Women's Royal Naval Service founded in 1942 had also increased in strength from 2,000 in May 1943 to more than 5,600 by January 1944.

### WAR INDUSTRIES

By December 1943 Canada, the fourth largest producer of war supplies among the United Nations, reached the peak of her war production. The distribution of Canadian supplies to various battlefronts during 1943 was: 30 per cent. to Canadian forces at home and abroad, 48 per cent. to the United Kingdom, other Empire countries and Russia, and 22 per cent. to the United States and China.

Reserve supplies are being built up in Canada as part of a strategic plan to meet emergency demands.

Peacetime peak production of steel has been doubled to reach an output of 3,000,000 tons a year.

The Canadian Government owns and operates several wartime companies producing various kinds of war materials. The Government has taken over 12 metal-producing mines and all the aircraft factories in the country.

## Shipbuilding

Canada had practically no shipbuilding industry in 1939. Ship production reached a peak on September 18th, 1943, when the 620th Canadian-built vessel was launched. Of these 215 were cargo vessels, and 405 were escort and other naval types. On the same day, September 18th, the hull of the first Canadian-built destroyer, and 11 other ships, were launched. Canada today builds two types of cargo boats, Tribal class destroyers, three types of minesweepers, corvettes, motor torpedo boats, patrol boats, and special service ships.

During the first three years of the war more than 5,000 merchant vessels, averaging 4,000 gross tons each, have been repaired in Canada. In addition more than 4,000 naval ships have been repaired and put back into service.

## Aircraft

Nine types of aircraft are now being produced in Canada—four trainers, four service planes and one transport. By the end of 1943 a total of approximately 10,000 military aircraft had been produced. Before the war less than 40 planes were produced a year. In December 1939 under 5,000 persons were employed in the industry, by December 1943 there were 117,000 men and women in Canada's aircraft factories.

#### Vehicles and Tanks

Over 50 per cent. of the automotive vehicles used by the British Eighth Army in Africa were manufactured in Canada, and Canadian-made vehicles carried the main weight of the Canadian and the Eighth Army advance in Italy. More than 100 different types of military vehicles are now being produced. By January 1944, 600,000 units of mechanised transport and 30,000 armoured fighting vehicles had been turned out. They are in action in all theatres of war.

In the last half of 1943 Canada abandoned production of the Valentine and the Ram M-3 cruiser tanks in favour of the M-4 tank, the standard type for the United States, United Kingdom, and Canadian armies.

#### Other Munitions

Canada claims the largest small-arms factory in the world. By January 1944 about 55,000,000 rounds of heavy ammunition and 3.000,000,000 rounds of small-arms ammunition had been produced in addition to great quantities of aerial bombs, trench mortar bombs, and anti-tank mines. Canadian factories are now manufacturing more small-arms ammunition in one working shift than pre-war plants could turn out in two months. In the chemical and explosives plants more than 50,000 persons are employed; a total of over 1,000,000 tons of chemicals and explosives were produced between September 1939 and the end of 1943.

Machine guns and small-arms production in 1943 showed a 92 per cent. increase over 1942, small-arms ammunition a 30 per cent. increase, and guns a 15 per cent. increase. 35,000 army rifles and 6,000 Sten guns are being turned out per month. By the end of 1943 80,000 naval and army gun units, including field, antiaircraft, tank and anti-tank guns, had been produced.

#### FINANCE

Canada budgeted for \$4,890,000,000 for war expenses in the financial year 1943-4, ending March 31st, 1944, including the cost of giving to the United Nations supplies to the value of \$1,000,000,000. It was estimated that by the end of March 1944 the war would have cost Canada \$12,700,000,000 in addition to \$1.518,000,000 financial assistance to the United Kingdom and the United Nations.

Canada's annual war expenditure has risen to about \$495 (£110) per head of the population. Direct taxation raised eight times as much in 1942-43 as in 1938-39, the last full fiscal year before the war. Canada adopted in 1942 a compulsory savings system, whereby a portion of income-tax is returnable as a post-war credit bearing 2 per cent. interest., Income-taxes have been deducted at source on a pay-as-you-owe basis since April 1943.

Canada has floated two war loans and five victory loans. The Fifth Victory Loan, floated in October 1943, had as its objective \$1,200,000,000. The previous six loans, all of which were over-

subscribed, raised \$4,375,000,000.

## Financial Assistance to the United Nations

Early in 1942 Canada gave Britain \$1,000,000,000 to enable her to purchase munitions, war materials and foodstuffs in the Dominion. In May 1943 the Canadian Mutual Aid Board was established by Act of Parliament, and a further \$1,000,000,000 was appropriated to provide funds for the Board to procure war supplies and transfer them to members of the United Nations. Early in 1944 Canada signed Mutual Aid Agreements with the U.K., Australia, and the U.S.S.R. In addition Canada has purchased from the U.K. Government at cost price the latter's interest in munitions factories in Canada to the value of about \$200,000,000.

#### FOOD SUPPLIES TO THE UNITED NATIONS

Canada's food exports are of vital importance to Britain. By the end of 1943 Canada was sending 10 per cent. of Britain's total egg supply, 25 per cent. of her cheese, 35 per cent. of her canned fish, 25 per cent. of her wheat, and 60 per cent. to 80 per cent. of her bacon supply.

Canada is sending wheat not only to Britain but also to Russia, Greece, and India, either by gift or credit. Wheat shipments to Greece, a gift for relief purposes, had by the middle of November 1943 totalled 7,930,030 bushels. Canada has, moreover, agreed to draw on her stores to feed occupied Europe as soon as peace comes. Wheat and flour have already been sold to several of the enemy-occupied countries through their Governments in London, but will not be shipped from Canada until the countries are liberated. 7,000,000 bushels of wheat have been supplied in this way to both Belgium and the Netherlands.

Of importance are Canada's new dehydrated food factories, whose main object is to supply Britain and the Allied nations with food in a much smaller and lighter form.

Canada, a land of plenty, has rationed herself in tea, coffee, sugar, butter, meat, and jams in order to make her food supplies available for the cause of the United Nations.

#### CANADA-UNITED STATES CO-OPERATION

In the fields of defence, economics and war production, Canada and the United States have joined forces through the following committees:—

Permanent Joint Board on Defence.

Materials Co-ordinating Committee.

Joint Economic Committees.

Joint War Production Committee.

Joint Agricultural Committee.

Joint War Aid Committee.

Canada is also a member of the Combined Production and Resources Board with the United Kingdom and the United States, and in October 1943 was admitted to full membership on the Combined Food Board with the United Kingdom and the United States.

#### AUSTRALIA

"Australia as a nation has achieved a maximum war effort and has grown in stature as an international power."

Curtin, 7.12.43.

#### MANPOWER MOBILISED

The population of Australia is 7 million. By December 1943 1,181,000 men—or practically half the working male population—were in direct war work, including the armed forces. By September 1943, 191,000 women were in direct war work. The use of manpower in direct war work has been at saturation point since mid-1943.

#### THE FORCES

Mobilisation of men in the Fighting Forces reached its peak in 1943.

The gross enlistment into the three fighting forces had increased from 431,300 at the outbreak of war in the Pacific to 858,860 by December 1943.

The Prime Minister, Mr. Curtin, said in January 1943 that since December 1941 the Government had increased the strength of the Navy by 28 per cent., the Army by 250 per cent., and the Air Force by 200 per cent.

See also "The Australian Armed Forces at War." Quote No. R12.

## The Australian Army

In July 1940 the Australian Imperial Force, raised from volunteers for service abroad, had 90,000 men; by August 1941, 90,000 men were serving abroad, and the total number had risen to 170,000 by November 1941. Although the Army has been at the peak of its strength since the end of 1943, the A.I.F. continues to increase, principally as a result of voluntary transfers from the Citizen Military Forces (the Militia, raised, in the first instance, for service in Australian territories). The A.I.F. today is two and a quarter times as big as it was at the outbreak of war in the Pacific.

The A.I.F. have fought in Greece, Crete, Syria, Malaya and in Libya. They were in the Middle East from February 1940 to early in 1943. Australian forces, including the Citizen Military Forces, have played a major part in the victories of New Guinea and Papua and stand guard in Australia. A Forestry Corps has been in the U.K.

## The Royal Australian Navy

At the outbreak of war the Royal Australian Navy numbered about 5,400 men; in the summer of 1941, 20,000 men. By December 1943 the personnel strength had increased by 525 per cent. to over 30,000, and the number of ships serving with the R.A.N. was 605 per cent. greater than at the outbreak of war. It has served in the Mediterranean, the Indian Ocean, the Persian Gulf, the East Indies, the Pacific and Australian waters.

## Australia's Merchant Navy

In October 1942 a Ministry of Shipping was established to achieve the total mobilisation of Australia's merchant shipping resources. Since 1940 many coastal ships have been taken over by the Navy for use as minesweepers, patrol vessels or supply ships. With a reduced coastal shipping fleet, Australia has had to use every available vessel, irrespective of age, to cope with the greatly increased transport burden.

## The Royal Australian Air Force

The strength of the Royal Australian Air Force at the outbreak of war was 3,500 men, in March 1940, 5,400 men. The personnel strength by 1943 had increased 30 times since the outbreak of war to 105,000.

The R.A.A.F. overseas has grown into a powerful striking force. In November 1943, apart from the squadrons in the South-West Pacific area, there were more than 18,000 members of the R.A.A.F. in the United Kingdom, Middle East, India and other theatres of war. A quota of R.A.A.F. squadrons are serving overseas, but the majority of the 18,000 personnel are serving in R.A.F. squadrons. Squadrons of the R.A.A.F. have been in Britain since the outbreak of war and in the Middle East since December 1940.

There has been great expansion in the R.A.A.F. serving in the South-West Pacific area.

The R.A.A.F. has been engaged against the Japanese in the Carolines, Malaya and the Netherlands East Indies, including Timor and New Guinea, in the Solomon Islands and other Pacific waters.

The R.A.A.F. squadrons overseas are the outcome of the Empire Air Training Scheme. Some crews are sent to Canada, but the majority are trained at home. Australia had supplied 16,000 trained air crews by March 1943, and has built up an organisation to furnish 10,000 pilots, observers and air gunners each year.

## Women's Auxiliary Services

Women's Auxiliary Services, including the Nursing Service, numbered 47,900 by December 1943.

The Australian Women's Army Service, which started recruiting in January 1942, numbered 19,688 by December 1943. The Women's Australian Auxiliary Air Force, which was the first women's defence service established in Australia, began recruiting in March 1941, and by December 1943 numbered 17,015. Many are serving in New Guinea. The Women's Royal Australian Naval Service, created in April 1941, numbered 1,715 in December 1943.

#### WAR INDUSTRIES

Australia's munition programme began intensive operation in mid-1940. By mid-1943 Australia had—very largely from her own resources—fully armed and equipped her infantry divisions, which are largely mechanised, and had built up substantial reserves.

Australia's steel production has greatly increased since the outbreak of war. Figures are not available; production in 1938-9 was 1,100,000 tons of steel ingots. Australia developed a new type of weldable armour steel, used in Australian armoured vehicles; the formula has been made available to other Allied Nations.

## Shipbuilding

In December 1943 it was announced that more than a score of Australian-built corvettes are serving as R.A.N. ships, and that two Australian-built Tribal class destroyers of 1,970 tons are on active service. In addition Australia is building sloops, patrol boats and minesweepers. Freighters are being built, and the production of assault and landing craft, and other small craft attached to invasion fleets, had by November 1943 greatly surpassed the five-figure mark in tonnage. 80 per cent. of this demand was for the United States forces.

During the year ending November 30th, 1943, Australian ship-yards repaired and maintained merchant ships totalling 13,815,000 tons, of which 3,109,000 tons represented American ships. At least an equal tonnage of naval vessels was also repaired, maintained or docked.

#### Aircraft

Types of aircraft produced in Australia cover a complete range of operational types—trainers, fighters, medium bombers, torpedocarrying bombers and heavy bombers. These include the Beaufort

torpedo bomber, the Boomerang interceptor, and the Beaufighter. Deliveries of the Beaufort torpedo-bomber to the end of November 1943 exceeded 500.

Before the Government decided in 1942 to devote most effort to the production of operational types, 2,000 elementary and advanced training planes had been produced. Production of these has been maintained.

#### Tanks and Vehicles

Before the war Australia had not even built a motor car. By March 1943 she was producing cruiser tanks, armoured universal carriers and cars. Production of tanks began early in 1942. In October 1943 it was decided to abandon the production of Australian cruiser tanks and other armoured vehicles, as the supplies of tanks available far exceeded the demand. Manpower engaged in tank production was diverted to work of higher priority.

## Other Munitions and Equipment

In 1942 Australia was making three types of mortars, field guns, including 25-pdrs.; two types of sub-machine guns, four types of machine guns, three types of anti-aircraft guns; four types of tank and anti-tank guns; pistols, rifles, and a long range of shells and ammunition.

Early in 1944 Australia was making the short 25-pdr. or pack-howitzer, for use in the New Guinea jungle, the powerful 17-pdr. "tank-buster", the 4-in. naval gun for the defensive arming of merchantmen, and the Hispano 20-mm. cannon for Australian-built aircraft.

Early in 1943 the production of artillery and ammunition was reduced to give place to the demands for engineering stores, such as bridging equipment and electrical fittings.

Over 50 clothing factories have been established, and by the end of 1943 over 120,000,000 articles of clothing, footwear, blankets and towels for Allied Servicemen had been produced.

#### FINANCE

By November 1943 Australia had spent £A1,339,000,000 on the war, an average of £A186 a head. The last peace-time Budget was for £A98,000,000. The estimated war expenditure for the current financial year 1943-44 ending September 30th, 1944, is £A570,000,000.

Taxation increases have been heavy, and the total amount raised by taxation has been trebled since war began. In 1938-9 direct taxation averaged over  $\int A_2/4/2d$ . a head, and indirect taxation

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£A8/9/7d. Direct taxation had, by the middle of 1943, increased by more than eight times to £A18/17/3d. a head, and indirect taxation to £A13/5/od. a head.

From 1939 to the end of October 1943, subscriptions to war loans and other forms of national savings totalled £A560,600,000. The Fourth Liberty Loan for £A125,000,000 launched in October 1943 alone raised £A126,410,000. Free gifts to the value of £A1,600,000 have also been made to the Australian Government for war purposes. The First Victory Loan of £A150,000,000 was opened in March 1944.

#### AID TO THE UNITED NATIONS

Before the Japanese attack Australia had already supplied various types of war equipment and food to many Allied countries, including the U.K., Egypt, South Africa, New Zealand, Malta, India and the Fighting French in the Pacific.

With the expansion of the war in the Pacific, Australia has accepted the responsibility of feeding every Australian, American and Allied Serviceman in the South-West Pacific zone, of supplying a certain amount of food in the South Pacific zone, and of maintaining food exports to Britain at the highest possible level.

Australia has rationed herself in butter, tea, sugar, and (in January 1944) meat, in order to maintain these supplies.

It was estimated that by the end of 1943 Australia was feeding the equivalent of 12,000,000 people. Total food exports in 1943 exceeded 1,045,000 tons, nearly equal to the highest figure before the war.

Australia has recently developed dehydrated food factories, Non-perishable foodstuffs processed in the canneries and dehydrators are needed for the specialised army rations required in jungle warfare.

Australia's reciprocal aid policy provides goods and services to U.S. forces in the South-West and South Pacific area. Total reciprocal aid to the U.S. was about £A61,000,000 by June 1943.

The Allied Works Council, created in 1942, had placed under construction works valued at £A85,577,000 by the middle of 1943. The works include 5,000 miles of military roads, camps, airfields, maritime works and other defences. At the end of 1943 more than 40,000 men were employed in the Civil Construction Corps recruited to carry out this programme.

Repairs to ships and aircraft are also carried out.

Food supplies, including meat, canned foods, vegetables, sugar, and butter, to the U.S. forces up to the end of August 1943 totalled 146,298 tons.

#### NEW ZEALAND

#### MANPOWER MOBILISED

The population of New Zealand is 1,600,000, including about 95,000 Maoris. By the middle of 1943 230,000, or about one-third of the working population, were employed in essential industries. More than 189,000 men had, by September 1943, been enrolled in the Armed Forces, one-fourth of the whole male population. 95,340 of these had left New Zealand for service overseas.

From the Maori population 5,660 had gone overseas by the middle of 1943. Over 2,000 had joined the Territorial Force for home service, and 10,000 the Home Guard. Maoris in

essential industries numbered 10,000.

#### THE FORCES

See also "New Zealand Armed Forces at War." Quote No. Q5342.

## The New Zealand Army

The New Zealand Army includes units for home defence and the Second New Zealand Expeditionary Force.

By August 1941, 35,000 men of the New Zealand Expeditionary Force were overseas, and in spite of heavy casualties these numbers have been maintained by steady reinforcements. Since January 1940, when they arrived in the Middle East, they have fought in all campaigns in that theatre, which included Greece, Crete, Libya, Tunisia, and the campaign in Italy. The Expeditionary Force has also been serving in the Pacific; New Zealanders have garrisoned South Pacific islands and fought in the Solomon Islands.

A Maori Battalion has served with the Expeditionary Force in all the Middle East campaigns since 1940. A second Maori Battalion has been formed, and personnel recruited for a third provide reinforcements for the force overseas.

A Forestry Corps has served in the U.K., and railway units in the Middle East.

The Home Guard in New Zealand reached the maximum enrolment of 124,000 in mid-1943.

## The Royal New Zealand Navy

The Royal New Zealand Navy has increased from 700 men in the naval service in 1939 to 7,200 in September 1943, of whom about 2,700 were serving with the Royal Navy.

Units of the Royal New Zealand Navy have served in the Mediterranean, Indian Ocean, and South Pacific waters.

## New Zealand's Merchant Navy

New Zealand seamen and engineers serve on the vital link between New Zealand and Britain, and also on coastal vessels in the Pacific war zone. Several New Zealand liners have served abroad as transports.

## The Royal New Zealand Air Force

In September 1939 the strength of the Royal New Zealand Air Force was about 1,800 men. In September 1943 the numbers were 42,000, including those serving with the R.A.F.

Over 14,000 were serving overseas with the R.N.Z.A.F. or the K.A.F. in September 1943. Nearly 8,000 New Zealand airmen were serving or had served with the R.A.F. in the U.K. or the Middle East by the end of 1943. There were six R.N.Z.A.F. squadrons in Britain in January 1944—four fighter, one bomber, and one torpedo-bomber—and one flying-boat squadron in West Africa.

New Zealand squadrons have also operated in Malaya and the South Pacific area, where they have made an important contribution to the victories in the Solomons.

New Zealand undertook to provide 5,000 airmen a year in her air training scheme. Numbers of these go to Canada under the British Commonwealth Air Training Plan to complete their training.

## Women's Auxiliary Services

By September 1943 nearly 7,900 women were enlisted in the three Auxiliary Services. The Women's Auxiliary Air Force, established in January 1941, numbered 3,500; the Women's Royal Naval Service 400; and the Women's Auxiliary Army Corps 4,000.

#### WAR INDUSTRIES

When the war began New Zealand had practically no heavy industries.

In June 1040 a War Council was set up to increase the war effort, which included representatives of industry and the trades unions. The manufacture of munitions in railway workshops and private engineering establishments began immediately.

## Shipbuilding

Construction of war vessels has already reached the rank of a substantial industry. Since the beginning of the war, shipyards at Auckland and other ports have been working on construction

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of a certain number of ships for coastal trade and minesweepers. The initial programme included the construction of 16 minesweepers and 12 Fairmile patrol boats for the Royal New Zealand Navy. Merchant vessels have been converted and equipped for defence.

#### **Vehicles**

Universal and Bren-gun carriers and certain types of tractors have been assembled.

## Other Munitions and Equipment

New Zealand factories are producing 2-inch and 3-inch mortars, shells, grenades, and aircraft and tank parts.

By the middle of 1943 151,613,000 rounds of small-arms ammunition, 1,850,000 hand grenades, 70,000 mortars and mortar bombs, 19,000 anti-tank mines, and thousands of parts of weapons of war had been turned out.

From 1939 to May 1943 New Zealand's factories delivered to the services over 1 million blouses, over 1 million pairs of trousers, 400,000 greatcoats, 2,300,000 pairs of boots, and over 500,000 pairs of blankets.

#### **FINANCE**

War expenditure in the financial year 1943-4, ending March 31st, 1944, was estimated at £N.Z.148,000,000. By March 1943 New Zealand had spent a total of £N.Z.230,000,000 on the war. This is about £N.Z.140 per head of population.

There have been increases in taxation; 68 per cent. of total taxation revenue in 1942-43 came from direct taxes. Taxation for war purposes raised nearly twice as much in 1942-43 as in 1941-42.

Internal borrowing from the public raised £N.Z.13,000,000 in 1941-42; the two public loans raised in 1942-1943 were oversubscribed to a total of £N.Z.28,000,000 excluding £N.Z.4,000,000 raised in national savings in the same year.

The third Liberty Loan, raised in five weeks in 1943-44, was over-subscribed to a total of £N.Z.39,286,000 by 431,800 people.

## AID TO THE UNITED NATIONS

New Zealand has expanded and adapted to new conditions, by dehydrating and processing, her production of meat and dairy produce for export to Britain and the other United Nations, and has increased her wool production. In the first four years of war New Zealand sent to Britain food shipments totalling 2,097,000 tons, including 1,180,000 tons of mutton and lamb. In addition,

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New Zealand had produced for sale to Britain by September 1943, 3,250,000 bales of wool. In March 1944, New Zealand rationed herself in meat in order to maintain these supplies to Britain.

New Zealand is also contributing equipment and supplies, especially food, to U.S. forces stationed in the South Pacific under reciprocal Lend-Lease arrangement. Foodstuffs supplied to the American forces up to the middle of 1943 included: 14,200,000 lb. of butter; 107,500,000 lb. of meat and 48,300,000 lb. of potatoes.

Up to October 31st, 1943, New Zealand had supplied to the American forces goods and services valued at £N.Z.24,913,000.

#### SOUTH AFRICA

"The Parliament of South Africa . . . without any interference from England, decided that it was in the interests of South Africa and for the good of this country's future that we should take part in this war."

SMUTS, 3.11.39.

#### MANPOWER MOBILISED

Out of South Africa's population of 10,300,000, 2,200,000 are Europeans and 8,100,000 are Africans, Cape Coloureds, Indians, etc. Out of the 570,000 European males between the ages of 20 and 60, almost one man in every three has volunteered for full-time duty. By June 1943 the strength of the Armed Forces was about 169,000 European men and women volunteers, and 102,000 volunteers in the non-European Army Services. 86,000 Europeans and 39,000 Africans had served outside the Union. By June 1943 there were over 60,000 workers producing war material.

## THE FORCES

See also "The South African Armed Forces at War." Quote No. Q.5454.

## The South African Army

At the outbreak of war the strength of the South African Army was 20,000 men; by the beginning of 1944 it was over 200,000 trained men, including the Air Force, which forms part of the Army.

The South African Mobile Field Force has shared in the victories in North Africa and East Africa, where they first arrived in June 1940. South African units have also served in Madagascar; and members of the South African Engineering Corps, who had been in the vanguard of all the North African campaigns, were with the Allied Forces in Sicily.

#### South African Naval Forces

At the outbreak of war South Africa possessed no navy. The South African Naval Forces were formed in July 1942 from two existing Services, the South African Seaward Defence Force and the South African division of the R.N.V.R.

There were 64 vessels in service by September 1942, but this number has been greatly increased, especially in the small boat classes such as M.T.Bs. By April 1943 there were also 2,400 men serving with the Royal Navy.

Besides serving in South African waters, 12 South African ships have been co-operating with the Royal Navy in the Mediterranean; the Naval Forces took part in the naval operations in the Persian Gulf in August 1941.

#### South African Air Force

At the outbreak of war the South African Air Force had only one squadron, a total of about 1,500 men. At its 21st birthday in August 1941 its strength was around 22,000. By June 1943 the strength was 37,500 men.

In November 1943 it was announced that the Union had undertaken to form another six air force units, bringing the strength in the north up to at least 20 squadrons.

The S.A.A.F. has been serving in East Africa, in the Middle East, in Madagascar, in North Africa, and in Italy.

## South African Air Training Scheme

The Union offered facilities to the U.K. Government to train pilots for the R.A.F. in the South African Air Training Scheme created in August 1940. In the many combined S.A.A.F. and R.A.F. training schools in the Union, one-third of the pupils are South Africans and roughly two-thirds from the U.K.

By February 1944 about 16,000 aircrews had been trained, including over 5,000 pilots, nearly as many observers with special navigational training, about 2,000 air navigators, 2,000 air bombers, and 2,000 air gunners.

## Women's Auxiliary Services

◆ The South African Women's Auxiliary Army Service was formed in 1940 and the South African Women's Auxiliary Air Force was formed in 1939. Volunteers are called for service either at home or anywhere in Africa, and have been serving in East and North Africa. By the end of 1943 the strength of these forces was about 20,000 women. A Women's Auxiliary Naval Service was formed at the end of 1943.

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#### WAR INDUSTRIES

South Africa clothes, feeds and equips her own armies largely from her own factories. Supplies also go to the United Nations. During the three years to December 1942 the value of orders placed with the War Supplies Department, including those of the British and Allied Governments, exceeded £100,000,000, most of which has been spent in the Union. After substantial supplies had been built up, it was announced at the end of 1943 that war industries, under a revised programme, would concentrate largely on the production of engineering combat equipment, such as pontoon bridges, barges, etc., for certain items of which South Africa would be the only source of supply.

The Government itself finances and owns several factories turning out guns, shells, explosives and small-arms ammunition.

At the outbreak of war South Africa was dependent on supplies from overseas of certain classes of steel. Today she is producing 200 different types of special steels, including nickel-chrome molybdenum and molybdenum-vanadium. The steel industry, created in 1935, was turning out about 350,000 tons of steel ingots by 1939; production has increased beyond measure during the war.

## Repair Work

The Union has acted as a vast repair base for all the fighting forces in the Middle East.

Large-scale repairs to ships are carried out. From March 1941 to March 1943, 6,400 Allied ships were repaired in South African ports.

Spare parts for aircraft, tanks, armoured vehicles and guns have been made and flown north; 2,107,000 spare parts for aircraft, and 1,250,000 spare parts for tanks and motor vehicles had been made by November 1943.

## Shipbuilding

Small minesweeping vessels and anti-submarine craft, including fast motor patrol boats, are being produced.

More than 260 ships can be repaired and refitted monthly in Union harbours.

#### Vehicles

About 90 types of army motor vehicles are being assembled, including five or six types of armoured car; chassis and engines are imported.

5,000 armoured fighting vehicles and 32,000 transport vehicles had been produced up to November 1943.

Over 1,000 armoured cars and 15,000 motor vehicles went to East Africa. Large numbers were also sent to the Middle East and some to Madagascar.

## Other Munitions and Equipment

South African factories are producing field guns, howitzers, 2-pdr. and 6-pdr. anti-tank guns, besides spare parts for guns. By November 1943, 9,014 3-inch mortars, and 1,234,740 10-lb. mortar bombs had been produced, and total production of small-arms ammunition was 392,338,102 rounds. 1,243,193 grenades, 215,816 land mines, and 232 artillery guns had also been turned out by November 1943.

Military clothing and equipment supplied by November 1943 included 7,503,833 pairs of boots and shoes; 2,000,000 army blankets; 4,350,000 shirts; and 50,000 tents.

#### **FINANCE**

Expenditure in the year 1943-44 on defence totalled £105,000,000. Up to November 1943 the Union's Department of Defence had spent a total of £287,487,000.

The first direct issue of War Bonds was opened in South Africa on September 2nd, 1942. The total amount raised by the end of 1943 was £40,000,000.

## AID TO THE UNITED NATIONS

South Africa is a member of the Eastern Group Supply Council at Delhi, whose function is the allocation of supplies within the area of the Eastern Group. Vehicles, munitions, boots, uniforms, blankets, and steel helmets are being supplied to the Group from South African factories, especially to the Middle East Forces, to India and Burma. Total value of war orders placed in South Africa through the Eastern Group Supply Council was £25,000,000 by May 1943.

Boots and blankets are also sent by South Africa to the U.K., and food is supplied for convoys and for forces on the East and West African coasts, in the Middle East and India. From September 1939 to January 1944 Union ports handled 38,000 ships, with a tonnage of 163,000,000 gross tons: the Union supplied 5,000,000 tons of coal and £20,000,000 worth of food.

#### NEWFOUNDLAND

It was off the coast of Newfoundland that Mr. Roosevelt, President of the United States, and Mr. Churchill, Prime Minister of the United Kingdom, met and signed the historic Atlantic Charter in August 1941.

#### DEFENCE BASES

One of the most important contributions of Newfoundland to the war effort has been the provision of defence bases for Canada and the U.S.A. Newfoundland possesses two of the largest airports in the world. The one in Labrador took two years to build.

In May 1941 Canadian flying boats stationed in Newfoundland took part in the hunt for the German battleship "Bismarck."

#### THE FORCES

The total population of Newfoundland is about 290,000. By July 1943, from a total of 40,000 males between the ages of 20 and 40, more than 10,000 volunteers were serving overseas, including a Forestry Unit.

Numbers of these men are with the Newfoundland Artillery Regiments of the U.K. Armed Forces. The 166th Newfoundland Field Regiment R.A. served throughout the Tunisian campaign, and early in 1944 was fighting in Italy.

More than 3,000 Newfoundlanders were serving with the Royal Navy in July 1943, and many more were with the Merchant Marine.

Ever since 1941, when Newfoundland sent pilots and ground crews to serve with the Newfoundland night fighter squadron, large numbers have joined the R.A.F.

A Forestry Unit with a strength which at one time reached 2,500 men has been working in the U.K. since November 1939.

A considerable number of Newfoundlanders have enlisted in the Canadian Armed Forces.

#### **RAW MATERIALS**

Large shipments of fish, both frozen and salt, go to the U.K. The Wabana deposits supply Canada and the U.S.A. with iron ore; substantial quantities of zinc, lead, and copper are exported to the U.S.A.

#### FINANCE

Newfoundland sent to the United Kingdom during December 1943 \$2,500,000 as an interest-free loan for the duration of the war, making the total of free loans made since the outbreak of war more than \$10,300,000. This is in addition to a gift of \$500,000 for the purchase of aircraft for the Newfoundland Royal Air Force Squadron.

#### SOUTHERN RHODESIA

"England's wars are our wars."

Huggins, 1939.

#### THE FORCES

Southern Rhodesia has a population of 70,000 Europeans and 1,383,000 Africans. By the end of 1943 there were over 8,000 Southern Rhodesians on active service with the Army, Air Force, Navy and other units; the total number of Europeans, Africans, etc., serving either within or outside the Colony was nearly 20,000.

Southern Rhodesia has no distinct army of her own overseas, but Rhodesian troops are scattered throughout the British Army and have served with distinction in the East African and Middle East campaigns, in Italy and in South-East Asia. The Southern Rhodesian Armoured Car Unit, the first individual Rhodesian regiment for service abroad, was formed in 1941. The formation of a battalion of the Rhodesian African Rifles attached to the East African Command was announced in January 1944.

Since September 1942, Southern Rhodesian military forces have been co-ordinated with the Union forces under the Southern African Command.

Southern Rhodesians are serving with the Royal Navy and with the South African Naval Forces in the Mediterranean.

Separate units are serving as Southern Rhodesian Squadrons of the R.A.F., and Rhodesians have been on active service in the East African campaign, the Middle East, Malta and Europe, and in South-East Asia.

## Southern Rhodesian Air Training Scheme

The Southern Rhodesian Air Training Group was the first in the Empire to open a school, the first to turn out trained pilots. The scheme has assumed proportions vastly in excess of what was originally contemplated. It is a co-operative scheme and has trained men from the U.K., Australia, the African territories, the Belgian Congo and other countries. Cost is borne by the U.K. and Southern Rhodesia.

#### WAR PRODUCTION

Chrome ore, asbestos, tungsten, mica and gold are being exported from Southern Rhodesia to the United Nations. The Bulawayo Steel Works, controlled by the Southern Rhodesian Government, have brought in a programme of increased production to be made possible by greatly expanded utilisation of the natural resources of iron ore.

Southern Rhodesia is among the world's largest producers of chrome and asbestos, and an asbestos products factory has recently been formed.

A dehydration industry for the production and export of secondary foods has been established.

#### **FINANCE**

War expenditure in the financial year ending March 31st, 1944, was estimated to be £5,640,000, out of a total budget of £10,020,000. Total expenditure on war from September 1939 to March 1943 was £7,972,370 from revenue and £4,665,904 from loans.

Southern Rhodesia contributes £800,000 a year to the general cost of the Air Training Group and also bears the cost of the head-quarters staff, maintenance of camps and airfields, etc.

During 1943 Southern Rhodesia lent £3,000,000 to the U.K. Government free of interest.

#### INDIA .

"Without the assistance of India, both in troops and material, we most certainly could not have held the Middle East, which has been the keystone of our present successes. . . . For this the United Nations owe India a considerable debt, which I am sure, they will not forget. . . ."

WAVELL, 16.9.43.

Indians play a large part in the organisation and direction of the war effort. The Viceroy's Executive Council has ten Indian and four English members. Indians hold the portfolios of Supply, Information, Food and Defence; the Minister of Defence is responsible for co-ordination of policy and action between the other civil departments of government and the War Department under General Auchinleck.

## THE FORCES

The population of India is about 390,000,000. All India's soldiers, sailors and airmen have volunteered for service.

## The Indian Army

The Indian Army has grown from 170,000 men in 1939 to over 2,000,000 by February 1944. For nearly three and a half years recruits have been taken in at the rate of 50,000 to 60,000 a month.

The Indian Army has played an important part in many theatres of war. Indian troops have served in France, the United Kingdom, Italy, Tunisia, Middle East, Iraq, Iran, East Africa, Malaya,

Borneo, and Hong Kong, in addition to India and Burma. The Indian Army played a prominent part in the Tunisian, Libyan, Eritrean, Abyssinian and Syrian Campaigns and also in the forestalling of Rashid Ali's coup d'etat in Iraq and the Axis machinations in Iran. In the prolonged and gallant rearguard actions of the first Burma campaign the forces employed were mainly Indian.

The 4th Indian Division took part in all the campaigns in the Western Desert from Wavell's advance in 1940 to the capture of Tunis—in which it shared, having been transferred from the Eighth to the First Army for the final phase. At the beginning of 1944 it was placing a prominent part in the Italian Comming.

it was playing a prominent part in the Italian Campaign.

The 5th Indian Division shared in the victories in Eritrea and Libya in 1941 and 1942; and by the beginning of 1944 was distinguishing itself, together with the 7th Division in Burma. These two Divisions are part of the 14th Army and have contributed largely to the first serious defeat inflicted by British and Indian Forces on the Japanese.

Many units of the Indian States Forces are serving overseas, including mechanised units, infantry, artillery, cavalry, sappers

and miners and mule corps.

The Kingdom of Nepal has furnished recruits for the Gurkha units of the Indian Army, and has sent some 8,000 men of her army to India.

## The Royal Indian Navy

The Royal Indian Navy, formed in 1934 from the old Royal Indian Marine, has expanded from a pre-war strength of only five little ships to over 100 modern ships by 1944.

In 1943 recruits were being enlisted at the rate of 1,000 per month; the strength of the navy, which at the outbreak of war was 1,200 officers and men, by the beginning of 1944 totalled nearly 30,000. Two major naval bases and three minor bases have been built in India. The Royal Indian Navy now possesses every type of technical training school needed for a fighting navy.

Units of this fleet have been employed in fighting in the Battle of the Atlantic and have operated as far east as Singapore and as

far south as Australia, as well as in the Mediterranean.

#### Merchant Seamen

Over 40,000 Indian seamen are engaged in the British Mercantile Marine, serving in all parts of the world. They account for about a quarter of the men who man the Merchant Navy.

#### Indian Air Force

The Indian Air Force has greatly expanded from the one squadron it had before the war.

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The strength of the Indian Air Force personnel has increased 50 times since the start of the war, while that of aircraft has risen by 600 per cent.

Indian airmen serving with the R.A.F. have seen active service over Germany. The I.A.F. operating from India have been fighting over Burma since 1942. The I.A.F. also patrols thousands of miles of coastline.

#### WAR INDUSTRIES

In the field of supply India's contribution to the Allied effort has been considerable. With the formation of the South-East Asia Command further demands have to be met by India.

An overall increase of 50 per cent. in the output of steel has been achieved. Production in 1939 was about 1,000,000 tons of steel ingots.

The Indian steel industry is now turning out enough high-speed tool steel for its own requirements and for the manufacture of armoured fighting vehicles. Many special steels previously imported are now being made in India.

Hundreds of locomotives, coaches and waggons, many hundreds of miles of railway track, sleepers, etc., have been sent overseas by India to the Middle East and to the ports of Iraq and the Persian Gulf, where they helped to extend transport facilities for supplies from the Eastern Group and America.

## Shipbuilding

Shipbuilding has been developed from a small peace-time industry.

In 1943 over 300 naval vessels were under construction, including trawlers, corvettes, minesweepers and motor launches, lifeboats, cutters and other seagoing and coastal craft, and floating docks. The ship repairing industry was developed during 1943 to a point at which repairs of a kind never before undertaken in India were being made to ships of all types.

Extensive repairs to merchant ships are carried out, and degaussing equipment, gun mountings and bridge protection are fitted. By June 1943 over 4,000 sea-going vessels had been repaired at Indian yards since the outbreak of war.

#### **Motor Vehicles**

Since 1942 50 varietiès of motor vehicles have been assembled in India. Chassis are imported, bodies are built in India. Well over 100,000 had been delivered by the end of 1943.

The first Indian-built armoured vehicle was produced early in 1941. Since then an increasing number of armoured cars, armoured carriers, armoured lorries and field artillery tractors of improved type have been built.

## Other Munitions and Equipment

The fourth year of war was marked by the completion of important projects connected with the manufacture of armaments and an effort to work up to production targets by new and expanded industries.

During 1943 the output of guns and ammunition had risen above all previous levels. The output of rifles was 10 times the pre-war figure, guns and carriages 9 times, gun ammunition 27 times and light machine guns 12 times. Many new types of ammunition for anti-aircraft and anti-tank guns, mortars, grenades and mines were manufactured. Other important items now being produced in quantity include 6-pounder gun carriages, tripods for light machine guns, anti-aircraft gun sights, binoculars, stereoscopes, telescopes, and clinometers.

The monthly output of service garments in July 1943 was 12,000,000 as compared with 220,000 in September 1939.

All web equipment used to be imported, but by July 1943 India could make over 2,000,000 sets a year.

Fifty thousand stretchers, over a million blankets, over a quarter of a million mosquito nets, over 1,500 different items of medical stores were among the many supplies sent to the North African theatre of war.

#### FINANCE

Expenditure on Defence from India's own resources has risen from £33 $\frac{3}{4}$  million in the financial year 1938-39 to £197 million in 1943-44, totalling nearly £600 million since March 1938.

India pays for her own local defence only. The cost of Indian Forces abroad and units in India not connected with local defence, as well as other defence charges, are borne by the U.K. Government. By the end of March 1944 India, having paid off the whole of her sterling debts, had approximately £700 million on balance in Britain which represented expenditure in India by the U.K. Government since the beginning of the war.

By March 1944 the Indian people had subscribed over £410 million in Indian Government Defence Loans.

The Indian people have also contributed to war charities and other funds. Contributions to the Viceroy's War Purposes Fund totalled over £6½ million by the middle of 1943.

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#### AID TO THE UNITED NATIONS

In order to co-ordinate the distribution of the resources of India and the various Dominions and Colonies forming the Eastern Group, an Eastern Group Supply Council has been functioning in India since 1941.

## Supplies to the Middle East

For more than two and a half years Allied Forces in North Africa depended almost entirely on India for certain types of supplies and material, including steel huts, sheds and hangars, pipe lines, locomotives and rolling stock, timber, small craft of various kinds, electric cables, fans, pumps, dry cells and batteries, sandbags, camouflage paints and nets, tents, clothing, boots and medical stores, etc.

Taking advantage of the short supply route India provided during that period a steady stream of stores totalling over one and a half million tons.

## Reciprocal Aid

The total estimated expenditure on Reciprocal Aid to the United States to the end of March 1944 was over £28 million. This total comprises construction work, petroleum products, military stores and equipment, transport and communication and subsistence.

## THE COLONIAL EMPIRE EAST AND CENTRAL AFRICA

An African's letter to a newspaper speaks for East Africa's view of what constitutes the greatness of the British Empire: "We learned it theoretically, but now after we have experienced the greatness of our Empire through the noble struggle she has alone shouldered herself to defend the independences of the small nations, sufficiently enough to believe our teachers."

## Manpower

East and Central Africa comprise Kenya, Tanganyika, Uganda and Zanzibar, Northern Rhodesia and Nyasaland, with a total population of some 40,000 Europeans, 180,000 Indians and 15 million Africans.

The King's African Rifles are recruited from Kenya, Uganda, Tanganyika and Nyasaland. The Somaliland Camel Corps, recruited from British Somaliland, forms part of this force. The Northern Rhodesian Regiment is raised in the Protectorate of Northern Rhodesia.

At the conclusion of the East African campaign there were 91,500 Africans from the six territories in the Armed Forces. Of these 39,000 came from Kenya, 18,000 from Tanganyika, 18,000 from Uganda, 7,000 from Northern Rhodesia, 9,000 from Nyasaland and 500 from Zanzibar. Nineteen African tribes were represented. East African troops distinguished themselves through the East African campaign and in Madagascar.

Many thousands, including large numbers of field artillery, anti-aircraft and anti-tank units, are serving in Ceylon and India.

Many Africans in the East African Forces have acquired new technical skill. African gunners saw service at Gondar and in Madagascar, where they handled 25-pounders with great skill. In training in Ceylon they have attained a really high standard with various types of mortars.

There are also East African Pioneers, who have served in Egypt and Palestine, and East African Medical, Signals and Army Service Corps, Military Labour Service, Electrical and Mechanical Engineers and Security Police.

The East Africa Command Mobile Propaganda Unit has demonstrated the use by Africans of armoured cars, motor cycles, Bren guns, tommy guns, field mortars and mine detecting apparatus.

From Kenya, Uganda, Tanganyika and Zanzibar, half the total British male population joined the army, leaving essential civilian services so severely depleted that since 1940 it has been necessary to withdraw about 1,000 Europeans for civilian work. Compulsory national service for European women was introduced in Kenya in 1943.

#### War Production

Kenya, Uganda and Tanganyika together have undertaken the annual production of 140,000 tons of sisal—more than half the United Nations' supply of hard fibres. They are also providing nearly all the United Nations' supplies of pyrethrum (insecticide) and many thousands of tons of rubber, wheat, maize, tea, sugar, cotton, coffee, wool, flax, copra, minerals, timber, meat, butter, quinine, oil seeds and hides.

They have also produced hundreds of thousands of articles of clothing and equipment, including boots, leather equipment and blankets.

The dehydration plants at Kerugoya and Karatina in Kenya have been of great value in supplying rations for troops in the Middle East.

In the copper mines of Northern Rhodesia at the time of their peak effort production was carried on for 24 hours a day.

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#### **Gifts**

In gifts to the United Kingdom, contributions to war charities and contributions for the purchase of aircraft, Governments in East Africa had given about £700,000, and private individuals in East Africa over £770,000 by the middle of 1943. Interest-free loans from Governments amounted to over £1,064,000 and from private sources to over £586,000.

These gifts include such items as gifts of 17,926 head of cattle from the Kenya Masai, a subscription of £1,603 towards the purchase of a fighter from the Kiambu Local Native Council, also in this territory, and a collection of £7,363 for aircraft from

the people of SOMALILAND.

## THE HIGH COMMISSION TERRITORIES (Southern Africa)

One of the first messages from the Eighth Army after it had made its footing in Italy was this: "Please send us our Basuto."

## Manpower

The High Commission Territories comprise Basutoland, the Bechuanaland Protectorate and Swaziland. They have a total African population of some 1,071,000, and a total European population of about 5,000.

By the middle of 1943 about 12,000 volunteers from the BECHUANALAND PROTECTORATE and SWAZILAND and about 20,000 BASUTO had enlisted in the African Auxiliary Pioneer Corps, although 15,000 or 20,000 young men were away working in the Union. All the High Commission Territories Companies served throughout the Middle East Campaign. The BASUTO troops saw service in Sicily and in Italy, where they took part in the defence of Monte Ornito in February 1944.

#### War Production

All three Territories are agricultural and pastoral. In Basuto-LAND practically all the available land had been brought under the plough by the middle of 1941, while the cultivated acreage in the BECHUANALAND PROTECTORATE and SWAZILAND had been vastly increased. A record acreage of wheat was planted in 1942 in Basutoland, and over half the total production of 395,000 bags was exported.

33,016 head of slaughter cattle went from Bechuanaland to Johannesburg and nearly 1,000 tons of chilled beef to the U.K. in 1942 against a total export of 6,318 head in 1937.

The most important mineral product of the Territories is asbestos from SWAZILAND, where production has been expanded very considerably since the beginning of the war.

#### Gifts

BASUTOLAND gave £100,000 out of its accumulated surplus for the formation of the Basutoland Spitfire Squadron, and up to autumn 1943 had made interest-free loans of £130,000 to the U.K. Government.

In 1941 the Native Authorities in the BECHUANALAND PROTECTORATE imposed a special war tax which had produced over £28,000 by March 1942 for war charities and comforts for the Bechuanaland volunteers with the A.A.P.C. By the summer of 1943 a total of £25,000 in interest-free loans had also been made to the United Kingdom.

The War Funds organised in each Territory had also provided a total of £141,704 by December 1943. A large part of this was used for the purchase of tanks and aircraft, but contributions have also been made to many war charities, including the Lord Mayor's National Air Raid Distress Fund.

#### **WEST AFRICA**

An African newspaper, the Spectator Daily, of the Gold Coast, summed up West African opinion thus:—

"To show that, we are fit to lead a better life, higher life, we are contributing our best to the British cause, which is our cause, too, to ensure Victory. We are not called upon to contribute to an aircraft purchasing fund because we are a subject people. The contribution is voluntary and we have undertaken it as an intelligent deed to register our disapproval of Hitlerism and all that is connected with it."

## Manpower

The total population of the four West African territories is over 26,000,000. Many thousands of West Africans from Nigeria, Gold Coast, Sierra Leone and Gambia were serving in the forces, mainly in the Royal West African Frontier Force, by 1944. Gold Coast and Nigerian units of the R.W.A.F.F. served with great distinction in the East African Campaign; in Italian Somaliland these units advanced 1,054 miles in 30 days. In 1944 large contingents of the R.W.A.F.F. are fighting against the Japanese in Burma. Many others have been serving as pioneers in the Middle East, assembling transport vehicles, acting as hospital orderlies, drivers and electricians, etc.

Early in 1942 technical training, was greatly extended in Government technical schools and new Army schools. In a little over a year 5,000 unskilled recruits, speaking 30 different tribal dialects, were trained as Army tradesmen, ranging from instrument mechanics and electricians to masons and clerks. African ground staff for the R.A.F. in West Africa are being employed in increasing numbers.

## Air Routes

After mid-1940 the only quick way of sending aircraft to the Middle East was to fly them over land through West Africa. Forty airfields, flying-boat bases and landing grounds have been built in British West Africa since the war; 30 of the airfields are in NIGERIA. All these airfields, including those used extensively by U.S. forces, were developed by the Colonial Governments with assistance in some cases from the British Government.

#### War Production

British West Africa has sent to the U.K. hundreds of thousands of tons of palm oil, palm kernels and groundnuts—this is used in the manufacture of margarine, soap, lubricants and glycerine.

The supply of rubber—mainly wild—from British West Africa is equal to that from the Belgian Congo.

Iron ore from Sierra Leone, manganese and bauxite from the Gold Coast and tin from Nigeria are essential contributions to Allied war industries. Nigeria is now exporting coal to neighbouring territories, and her timber production, doubled since 1939, is used in the extensive building programme made necessary in West Africa by the arrival of large Military, Naval and Air Forces.

Besides direct war production West Africa has reduced imports and saved shipping space by producing greatly increased supplies of food and other commodities for internal consumption.

Cocoa from West Africa is to be used in feeding liberated Europe.

## Gifts

The four British West African Territories had contributed over £1,300,000 in gifts and interest-free loans to U.K. War Funds by the end of 1943.

Much of this is used for aircraft and canteens. For instance, a Mosquito bomber called Sokoto has been provided with the aid of £8,784 collected in 1942 by the Sultan of Sokoto, in Northern Nigeria, his brother Emirs and the people of Sokoto, Gwandu, Argungu and Yauri Emirates.

#### St. Helena

## Manpower

The population of St. Helena is about 4,400. St. Helena has a Rifle Regiment and a Home Guard. A Cadet Corps was started in 1942 among the boys in the schools of St. Helena, and the officer commanding troops on the island has co-operated in the creation of a junior Home Guard in certain districts of the Colony.

#### War Production

St. Helena's total output of New Zealand hemp is bought by the Ministry of Supply, and this industry, which is the only important export industry in St. Helena, is working to capacity.

#### Gifts

Up to July 1943 gifts to charities from private sources amounted to £3,329, and gifts for aircraft £870. Tristan da Cunha, a dependency of St. Helena, gave a whole year's wool clip.

#### EASTERN DEPENDENCIES

## Ceylon

"There are two ways in which Ceylon now serves the cause of the United Nations. . . . The first is to maintain the defences of this important base against the threat of enemy attack, and the second is to produce and export the materials which the United Nations so sorely need."

SIR GEOFFREY LAYTON, 26.3.43.

## Manpower

The population of Ceylon is nearly 6,000,000. The island, since early 1941, has been a bastion of defence in the East. The local Ceylon Defence Force includes the Ceylon Light Infantry, Ceylon Planters' Rifle Corps, Ceylon Engineers, Ceylon Garrison Artillery, Ceylon Medical Corps, and Ceylon Army Service Corps. Contingents of highly qualified men have served with the M.E.F.

Recruits have come from Ceylon to join the R.A.F. in the U.K. Men of the Ceylon R.A.F.V.R. receive preliminary training in Ceylon. Besides a Royal Naval Volunteer Reserve, Ceylon has her own anti-aircraft personnel to whom has been entrusted the aerial defence of part of the island.

#### War Production

CEYLON's supplies of rubber have been of crucial importance to the United Nations since the fall of Malaya.

During the war the U.K. Ministry of Food has been buying CEYLON'S surplus exportable tea and that of high quality copra. CEYLON, after India, is the largest exporter of tea in the world. Plumbago has formed an important contribution to the mineral requirements of the Empire in the manufacture of munitions.

CEYLON has also developed local crops and established local industries in order to replace goods which were formerly imported, to save shipping space. A steel-rolling factory was erected in 1941 to turn scrap-metal into hoop-iron, steel bars, nuts, bolts and rivets.

#### **Gifts**

The State Council has given large sums of money to the U.K. for war purposes and charities; up to July 1943 £15,000 had been subscribed for charities, and £375,000 for aircraft. By July 1943 the people of Ceylon had contributed over £630,000 to War Funds and Charities, and loaned free of interest £201,400.

#### Mauritius

## Manpower

The population of MAURITIUS is over 410,000. There has been, since the outset of the war, steady recruiting for service overseas of men for the Pioneer and Artisan Corps. One of the Mauritian Pioneer Corps Companies has been entirely enlisted from the island of Rodriguez.

By 1944 over 4,000 Mauritians were serving in the Middle East, North Africa and East Africa. These were mostly in the Pioneer Corps units, but in the Middle East there have also been one M.T. Company, one R.E. Company of building tradesmen and numbers of stevedores and R.A.O.C. tradesmen. Mauritian Pioneer units have served in the North African campaign, in Malta and in Italy. Six Pioneer Companies were employed in 1944 in Italy as G.H.Q. and Line of Communication troops. Mauritians are serving with the R.A.F. in the U.K.

Early in the war the Electricity Department in Mauritius opened a school for the training of wireless operators for the R.A.F. and several batches of recruits were sent to the U.K. Later the Army set up their own Signal School in Mauritius and 20 per cent. of the output from each course comes to the U.K.

The Local Defence Forces in Mauritius consist of the Mauritius Regiment, which is a full-time force, and the Mauritius Defence Force (the part-time Home Guard).

A Marine Craft Section for service with the R.A.F. has been formed in Mauritius from among the members of the local defence force.

#### War Production

Sugar forms 95 per cent. of the Island's total exports. The U.K. buys the whole exportable crop. This has been most valuable in meeting the needs of territories bordering on the Indian Ocean as well as those of the U.K.

Vigorous efforts have been made to increase local food production and to lessen the claims on shipping.

#### Gifta

Early in the war the Government sent more than £160,000 to the U.K. for the prosecution of the war; and the people of Mauritius gave £11,000 to buy a seaplane for H.M.S. Mauritius. By 1944 Mauritius had raised £100,000 for a Spitfire Squadron, partly from a special tax on the sugar export crop. Altogether gifts and loans free of interest from Mauritius received through the Colonial Office for charities and general war purposes totalled nearly £550,000 by July 1943.

## Seychelles

"In the second World War, the Colony is endeavouring to play its small part worthily."

THE GOVERNOR.

## Manpower

The population of the SEYCHELLES is about 30,000. More than half the able-bodied manpower has been recruited for war service. By December 1943 they had seen service as Pioneers in the Middle East and in Italy, and had won high commendation for their steadfastness and devotion to duty both under fire and behind the lines. There is also a local defence force, and men have joined the R.A.F.

#### War Production

The SEYCHELLES export thousands of tons of copra to the U.K., and the quantity has increased since 1939.

#### **Gifts**

The people of the Seychelles have contributed generously to the Red Cross and other war charities and also for general war purposes.

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Up to July 1943 the people and Government of the SEYCHELLES had given over £13,000 to the U.K. Government, and made an interest free loan of £3,750.

#### Aden

## Manpower

ADEN has a population of about 46,000 in the Colony and 600,000 in the Protectorate. A force of Somalis and Arabs specially raised for the purpose at ADEN took part in the recapture of British Somaliland. The Aden Protectorate Levies constitute the local force raised in ADEN.

#### **Gifts**

Gifts range from £1,500 from H.H. the Sultan of Mukalla in September 1939 to £7 10s. from Ali Ahmed Ruban "to help with cement for repairing the King's House after the Nazis had bombed it." By July 1943 gifts to the U.K. Government from private sources amounted to £24,087, gifts to charities from private sources to £7,679, and gifts for aircraft to £39,290.

#### **MEDITERRANEAN**

"To honour her brave people I award the George Cross to the island fortress of Malta to bear witness to a heroism and devotion that will long be famous in history."

George R.I., April 16th, 1942.

## Manpower

The population of Malta is 268,668; of Cyprus 378,373; of Gibraltar 20,139; and of Palestine 1,435,285.

Every man, woman and child in Malta was in the front line from June 1940 to 1943. Up to February 1943, 1,491 Maltese had been killed in air raids. During 1942 the enemy dropped 12,300 tons of bombs on Malta. The Royal Malta Artillery man many of the anti-aircraft and coastal defence batteries on the island. During 1942, 182 enemy aircraft were destroyed over Malta by the A.A. gunners. The Royal Malta Artillery also served in the Libyan campaign. The King's Own Malta Regiment served in the Libyan campaign, and several Maltese took part in the landings on the Kerkenna Islands off the Tunisian coast early in 1943.

CYPRUS provided the first Colonial unit to arrive in France in 1940. A Pack Transport (Mule) Company landed in January

<sup>1</sup>940, and went through the entire campaign up to Dunkirk. The Cyprus Regiment, formed in February 1940, fought in the Western Desert in the 1940–41 campaign, East Africa, Crete, Greece, Syria and Italy, and together with the Cyprus Volunteer Force is helping in the defence of the island. Cypriots are serving with the R.A.F.

GIBRALTAR has its own local defence force which serves with the other military units.

PALESTINIANS, both Arabs and Jews, have enlisted in various units and have served in Greece and Libya.

#### War Production

CYPRUS is producing asbestos.

In PALESTINE industries, developed mainly since 1939, provided supplies for the armies of the Middle East. In 1942-43, for example, orders placed for war supplies, including spare parts and repairs to war equipment, exceeded £8,000,000.

#### **Gifts**

The Mediterranean Dependencies have contributed generously to the war effort. The people of Malta have given £12,090 for the purchase of two Spitfires named Malta and Ghawdex, and by the end of 1943 had contributed more than £2,500 for war charities. Palestine, by December 1943, had contributed more than £35,900 in gifts including £28,612 for aircraft.

CYPRUS has contributed generously to funds for refugees from Greece, and has given more than £13,200 for aircraft, mobile canteens and war charities.

The people of Gibraltar gave £30,000 in 1940 to Britain for general war purposes, and have since made other generous gifts. In 1943 the Government of Gibraltar made an interest-free loan of £600,000 to the U.K.

#### WESTERN HEMISPHERE

The colonies in the Western Hemisphere are Bermuda, lying 600 miles off the shores of North America in the North Atlantic, the Bahamas, Jamaica, Leeward and Windward Islands, Barbados, Trinidad and Tobago, British Honduras in Central America, British Guiana in South America and, thousands of miles to the south, the Falkland Islands. Their total population is less than 3,000,000.

The strategic position of the West Indies is of great importance to the United Nations. They lie in a great semi-circle around the Atlantic approach to the Panama Canal. In 1941, in return

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for naval and military equipment, including 50 U.S. destroyers, the British Government gave to the U.S.A. a 99-year lease of land for naval and air bases in the Bahamas, Jamaica, Antigua, St. Lucia, Trinidad and British Guiana. In addition "freely and without consideration" a similar lease was given in Bermuda.

## Manpower

A new regular unit, the South Caribbean Force, was formed in April 1943, recruited from and stationed in Barbados, Trinidad, the Windward Islands and British Guiana. A North Caribbean Force has also been formed for Jamaica, British Honduras, the Bahamas and the Leeward Islands. Bermuda has its own defence force of Infantry, Engineers and Artillery. Early in 1944 it was announced that a contingent of fighting troops from Bermuda and the West Indian colonies could shortly be moved to an active theatre of operations.

Nearly 2,000 men and women from all the islands and from British Honduras and British Guiana have left their homes to join the British and Canadian forces. The first contingent of skilled tradesmen recruited in British Guiana for the British Army came to the U.K. in the summer of 1941. Many men from the West Indies are members of air crews in the R.A.F. Many others have enlisted for service as R.A.F. tradesmen. A.T.S. from the West Indies are serving in the U.K. and America. Others are serving locally.

Arrangements have been made to provide special training in the Secondary Schools of Jamaica somewhat on the lines of the A.T.C. In Bermuda a special Air Training Section of the Bermuda Cadet Corps has been formed. In the Bahamas a complete ground staff has been recruited to man the airfield and so release R.A.F. personnel for other duties.

Trinidad established a Naval Volunteer Reserve in 1940, now a branch of the R.N.V.R. Many West Indians are serving in the Royal Navy—and many have joined the Merchant Navy.

Over 200 technicians from Jamaica, including welders, riveters, fitters and motor mechanics, volunteered to come to the U.K. and are working successfully in war factories. A Forestry Unit of 600 men from British Honduras served for two years in Scotland.

Over 4,000 farm workers from the BAHAMAS and over 11,000 from JAMAICA went to help with the 1943 harvest in the U.S.A.

The FALKLAND ISLANDS have a Defence Force and men are also serving abroad with the R.N. and R.A.F.

#### War Production

TRINIDAD is the British Empire's principal producer of petroleum. Every effort has been made to increase her output, which is now considerably above 1938 level.

From British Guiána comes a large proportion of the Empire's production of bauxite; this is the ore from which aluminium, essential for aircraft manufacture, is extracted.

The West Indies, especially Barbados, British Guiana, Trinidad and Jamaica, are great producers of sugar; all exportable surpluses are bought by the U.K.

Sea Island cotton from the WINDWARD and LEEWARD ISLANDS is important for war production of clothing and equipment.

Wild rubber is being tapped in BRITISH HONDURAS, BRITISH GUIANA and TRINIDAD, and all exportable surplus is to be bought by the U.S.A. till the end of 1946.

The area under rice and other foodstuffs in all the West Indies has been greatly extended, which has helped to reduce imports and save shipping space.

#### **Gifts**

By the end of 1943, Bermuda and the West Indian Colonies had contributed nearly £1,000,000 to the U.K. for general war purposes, nearly £500,000 to war charities, and given £500,000 for the purchase of planes for the R.A.F. Their governments and peoples have lent the U.K. Government about £3,000,000 free of interest.

The Government and people of the FALKLAND ISLANDS, who number about 3,000, had contributed by the end of 1943 over £50,000 for the purchase of aircraft. The Falklands Islands Company lent to the U.K. £20,000 free of interest. The islanders had also given about £13,000 for war charities.

#### WESTERN PACIFIC

Queen Salote of Tonga in the Western Pacific, when she addressed the Tongan Defence Force shortly after the outbreak of war, explained that the object of the Defence Force was not only to defend their country but also to play their part in preserving the rightful heritage of man to freedom of conscience and justice between nations; every Tongan, she said, would gladly sacrifice his possessions, and even life itself, to defend these ideals.

## Manpower

Total population of the Western Pacific is over 370,000.

Men of the Fiji Commandos have won high praise for the part they have played in the Guadalcanal (1942) and New Georgia (June 1943) Campaigns and the operations at Vellalavella in the autumn of 1943. The First Battalion of the Fiji Infantry Regiment left the Colony in June 1943 for forward areas. Most of the battalion are Fijians, some are Europeans and others are of mixed blood. Officers and N.C.Os. come from all races, and Fijians and Europeans serve side by side in the ranks.

Fiji has also its own Home Guard, and the Fiji Royal Naval Volunteer Reserve. Fijians are also serving in the Merchant Navy and in the Fiji Labour Corps, a member of which, Private Ramelusi Druma, won the British Empire Medal in December 1942 for his bravery when employed as a winchman on the salvaging at sea of the cargo from a wrecked American ship.

By May 1943 there were 30 Fijians training with the R.A.F. Since that date one has been over Berlin as the pilot of a Halifax, another took part in the battle of Alamein, and a third helped to protect Ceylon from Japanese raids.

Men of the Fiji Royal Naval Volunteer Reserve have been in action in a British warship in the early part of 1943, and Fijian merchant seamen have been under fire in the Mediterranean and Red Sea.

Commandos of the 1st Tongan contingent from Tonga have been in action in the Solomon Islands, and have taken part in the operations in New Georgia in June 1943.

Throughout the occupation of the Solomon Islands by the Japanese the Islanders refused to co-operate with the invaders. The Defence Force, organised at the outbreak of war, continued to hinder enemy operations and when the Americans landed on Guadalcanal in August 1942 they joined the liberating forces and afforded all help possible as guides and in mopping up parties of Japanese. In 18 months of fighting this small force of under 300 men had accounted for over 350 Japanese killed and over 40 taken prisoner. Units of the Defence Force landed on Rendova Island and a small party accompanied the New Zealand Division on Treasury Island. The Solomon Islands Labour Corps, an offshoot of the Defence Force, was organised in December 1942, and consists of 2,500 Islanders.

#### War Production

Aid given in FIJI to the U.S.A. was estimated in June 1943 to amount to £800,000 in a full year. In just over four months during 1943 labour worth £51,000 was provided for the U.S. forces, transport worth £48,000, and timber worth £24,700. In addition thousands of pounds of fresh vegetables and fruit were supplied to the U.S. forces.

The U.K. Ministry of Food has guaranteed the purchase of Fijian sugar and is also buying Fijian copra; thousands of pounds of rubber are shipped to New Zealand.

#### **Gifts**

Up to November 1943 FIJI had contributed to the U.K. Government the cost of nine fighter aircraft. Among other contributions to charity in a period of three months (October 1st to December 31st, 1943) £5,854 were subscribed to the Red Cross and St. John Fund.

Tongan subscriptions for defence purposes and various war funds are estimated to have reached nearly £82,000 by early 1944. Two fighter planes have been bought by Tonga, the "Queen Szlote", which has been in operation for some time, and the "Prince Tungi", which was purchased in October 1943.

The GILBERT AND ELLICE ISLANDS were re-occupied by Allied troops in 1943. On one island the people formed a Voluntary Saving Scheme and in addition to donations to war funds amounting to £240 by the end of 1943 they had bought over £1,200 worth of war bonds.

PITCAIRN ISLAND, which has only 189 inhabitants, has made and sent to the U.K. several hundred walking sticks for disabled soldiers.

Reference Division,
Ministry of Information,
31st March, 1944.

Ch. Brit Ministry

# What the British Empire has done

The Far East

RECORD PURPOSES ONLY.

#### BURMA

"None of my Burmese Ministers who were the elected representatives of the people—went over to the enemy—and all but three were with me right to the very end. . . .

"All the time during those grave days when we were retreating they travelled about finding out what the ordinary people were thinking. Those Ministers had their ears very close to the ground and always came back more than ever convinced that by standing by our cause they were carrying out the true wishes of the Burmese. And now just as the President of the Philippines is in America loyally serving our cause, so are my Premier, Sir Paw Tun, and my Finance Minister, U Htoon Aung Gyaw, with me in India helping me to plan for our return."

THE GOVERNOR, 21.7.42.

The Burmese had a part in the organisation and direction of Burma's war effort. On the advisory Defence Council sat one Burmese Counsellor, three Burmese Ministers, two European Counsellors and the Naval, Military and Air Force Advisers.

## THE FORCES

The population of Burma is nearly 17 million, sincluding 12 million Burmese, 1,500,000 Karens, 1,200,000 Shanes 1,000,000 Indians, and 1,000,000 frontier tribes.

## The Burma Army

The local military forces in Burma in house it most ted of the Burma Rifles, infantry recruited mainly from hillmen; technical units including the Burma Sappers and Miners, Ordnance, Signals, Transport, Medical and Veterinary; the Burma Auxiliary Force, non-regulars open to Europeans and Burmans including infantry and artillery units; and the Burma Territorial Force recruited entirely from Burmans, including a battalion recruited from and paid for by the Shan States. There was also the Burma Frontier Force, mainly Indians, whose duties were partly military and partly police. Of the forces in Burma in 1941, some 4,500 were Burmans.

Local Burma Forces fought gallantly throughout the first Burma Campaign and "distinguished themselves by their steadiness and courage," according to an official announcement. The Burma Rifles, the Sappers, Miners and the Army Service Corps were engaged in the fighting before the fall of Rangoon and at Mandalay. A.A. guns of the Burma Auxiliary Force were defending aerodromes in Central Burma. Karens, Chins and Kachins fought particularly well in 1942 and in the campaigns which followed in 1943 and 1944. These frontier people have carried on relentless guerrilla warfare against the Japanese. The Burma Rifles formed part of General Wingate's Long-Range Penetration Group which caused havoc behind the Japanese lines in 1943, and were with the Chindit Force in Central Burma in 1944.

## The Burma Royal Naval Volunteer Reserve

The Burma R.N.V.R. was organised after the outbreak of war, and did useful work from 1939 to 1942, patrolling the long coastline. During the 1942 campaign, the Burma R.N.V.R. fought the Japanese up and down the coast, and several Burmese were Mentioned in Dispatches, including three Burmese officers. Burma naval forces refitted in India in 1942, and have been in action against the Japanese since early in 1943.

#### The Burma Volunteer Air Force

The Burma Volunteer Air Force was formed in November 1940 for local air defence.

The first Burmese to be granted an Air Force Commission joined the R.A.F. Fighter Command "Burma" Squadron in the United Kingdom early in 1941 as engineering officer. By 1943, four other Burmese were serving with the squadron as fighter pilots.

#### WAR PRODUCTION

Before the Japanese attack Burma had made important contributions to the economic war effort. Petroleum, tungsten, lead, zinc and industrial precious stones were exported; rice from Burma helped to feed Ceylon, India and British Malaya. Teak production was increased to help in naval construction, and contracts received for other types of timber for railway sleepers, etc.

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Burma also built a number of small naval vessels for her own and other naval forces.

#### **GIFTS**

In the first two years of the war the people of Burma made gifts to the people of the United Kingdom for the purchase of aircraft, which by July 1941 amounted to £240,000, including a gift from the Shan States of £40,000. The money was used to equip Fighter Command's "Burma" Squadron which fought in the Battle of Britain.

Other gifts for war purposes and for war charities included a gift to the British Government of Rs. 500 from Pum Za Maug, Chief of the Kamhau Tribal Area in the Chin Hills, £10,000 for the Lord Mayor's fund for the Red Cross from the Sawbwa of Tawngpeng in the Northern Shan States, and Rs. 25,000 for four mobile canteens from the people of Hsipaw State.

#### **BRITISH MALAYA**

Before the Japanese invasion, Malaya was a major economic factor in the Empire's contribution to the war effort. Her primary role was to supply the Allies with a very large part of their requirements in rubber and tin—both essential munitions of war. In her secondary role, which was also important, she produced for Britain an extremely large proportion of the United States' Dollar Exchange, which enabled Britain to purchase United States' armaments.

## Manpower

The population of the Straits Settlements, the Federated Malay States, and Unfederated Malay States, in 1941, totalled a little over five and a half million. It consisted of some two million three hundred thousand Malays, a similar number of Chinese, about three quarters of a million Indians, the balance being made up of Europeans and others.

By the outbreak of the Japanese war in December 1941, approximately 90 per cent. of the total European population throughout Malaya were mobilised for service with the Armed Forces.

The local Defence Forces, many of whom fought with great distinction during the campaign, comprised the Volunteer Forces in the Colony and the States, and the Malay Regiment, which

was on the regular establishment and open only to Malay volunteers. There was also the local Defence Corps, equivalent to a Home Guard. The Passive Defence Services consisted of a Corps of Air Raid Wardens, an Auxiliary Fire Service, an Auxiliary Transport Service, and a Medical Auxiliary Service; these services functioned up to the day that Singapore fell, and their work can only be described as magnificent.

The Malays have a fine tradition of seamanship. Many joined the Straits Settlements R.N.V.R., which was employed on mine-sweeping. A special branch was opened for personnel with no previous naval experience, for minelaying and other duties. A depot at the Singapore Naval Base trained Malays for the Royal Navy, and many ratings from this depot served in ships of the Royal Navy in Malayan waters.

A local Volunteer Air Force was formed at the outbreak of war from the civil flying clubs throughout Malaya. Its duties were to supplement the work of the R.A.F. and the Royal Australian Air Force. Recruits for the R.A.F. received their training locally; among others Prince Mahmud, brother of the Sultan of Trengganu, joined to train as a pilot.

#### War Production

Malaya's most important economic contribution to the war was the production of rubber and tin.

In the two years ending October 1941 she produced and shipped just under one million tons of rubber. It was mainly sent to the United States, and Malaya voluntarily conceded a very substantial reduction in the price of the American shipments, well below the ruling world market figure.

Over 155,000 tons of tin were produced during the two years 1940 and 1941, the majority of which was taken by the United States. Both these commodities were sent to the United States to enable her to build up her stocks for her armament industries.

In conjunction with this tremendous effort copra and palm oil were also produced in large quantities, mostly for export to the Allies. In addition, strenuous efforts were made to increase the output of rice in particular, as well as tapioca and coal for local consumption.

Before the war, Malaya's shipbuilding output was under half a million Straits Dollars. Before the end of 1941 the Singapore

Harbour Board had so increased its output that work in hand had reached the twenty million Straits Dollar mark. All this work covered the building of naval vessels of all sizes and descriptions from warships to fast patrol launches and boats. Malayan timber was used for building minesweepers and anti-submarine craft. Diesel engines were locally built for these craft.

#### Financial Contributions and Gifts

A Dollar Arsenal for Britain.—In the first year of the war Malaya, mainly by selling tin and rubber in the U.S.A., supplied Britain with U.S. \$97,000,000 (£24,250,000). In the eleven months ending 31st July, 1941, she contributed more than U.S. \$135,000,000 (£33,750,000). These figures are not all. They exclude immense sums of United States dollars surrendered direct to the Bank of England by the American Banks, for the financing of Malayan shipments of rubber and tin, etc., to America.

Contributions and Gifts for Imperial Defence and the War Effort .--Malaya has always had an outstanding record as a liberal contributor to the expenses of imperial defence. In the last war, for instance, the total she contributed from all sources amounted to over £32,000,000. In the period between the wars £15,000,000 was directly contributed to Imperial Defence, not including sums spent locally on Volunteer Forces and the Malay Regiment. During the present war the total it has contributed amounts to approximately £,20,000,000 which represents about two-thirds of the total contributions from the whole of the Colonial Empire. This sum included magnificent gifts for the purchase of aircraft and for British charities such as the British Red Cross and the Aid-to-Britain Week. Apart from millions of pounds raised by internal War Loans, large sums were, in addition, raised as a result of special war duties on tin, rubber, etc., and in 1941 a tax on incomes was introduced. A special point to notice is that Asiatics featured prominently in voluntarily subscribing to various war funds and charities that were organised locally.

#### BRITISH BORNEO

## Manpower

The dependencies in British Borneo are made up of British North Borneo, Sarawak, Brunei and the island of Labuan, the last two of which were under the administration of British Malaya. They have a population of some 883,000 including 670,000 Borneans and Malays, 153,000 Chinese and some hundreds of Indians.

British North Borneo had an armed constabulary consisting chiefly of Borneans which amounted to 300 N.C.O.s and men. Shortly before the outbreak of war a small volunteer Defence Force of British and Chinese was created. Sarawak also had a Defence Force, and in addition many Sarawak Malays volunteered for service in Malaya's naval forces. Brunei's police force which consisted of about 100 N.C.O.s and men was available for local defence.

#### War Production

British Borneo's chief contribution to the war effort before the Japanese attack lay in oil, rubber and timber production. In 1940 Brunei and Sarawak produced 932,000 metric tons of petroleum of both light and heavy types. Rubber was exported from Sarawak, which in 1940 supplied 35,000 tons, and from British North Borneo which exported 176,000 tons in the same year. British North Borneo also contributed a large variety of timber suitable for practically all purposes. In addition, British Borneo exported considerable quantities of dried and salted fish, gold, pepper and a valuable dyeing substance, cutch.

#### **Gifts**

By July 1942, the governments of British North Borneo and Sarawak had given the United Kingdom £22,000 towards the prosecution of the war. Private individuals also donated £313,900. In addition, over £15,188 was contributed for the purchase of aircraft and ammunition; gifts to war charities amounted to £5,080, and Sarawak made a loan free of interest totalling £233,333. Brunei and Labuan also made generous gifts, and their donations have been amalgamated with those of British Malaya.

#### HONG KONG

"The defence of Hong Kong will live in the story of the Empire, to which it adds yet another chapter of courage and endurance."

THE SECRETARY OF STATE TO THE GOVERNOR.

December 25th, 1941.

## Manpower

The Colony of Hong Kong comprises the island of Hong Kong and the Kowloon peninsula on the opposite mainland, together

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with a strip of Leased Territories. The total area is about 390 square miles with a normal peace-time population of nearly a million, of which about 98 per cent. were of Chinese race.

Compulsory service was introduced in July 1939, and applied to all British subjects. At the time of the attack on Hong Kong the Volunteer Defence Force, including Chinese, numbered about 800 and the Naval Volunteer Force rather less than that figure. The Civil Defence personnel rose to a figure of 15,000, of whom a substantial proportion were Chinese.

#### War Production

Shipbuilding and repair yards comprised Hong Kong's main contribution. Two minesweepers were built at the expense of the Government and presented to the Admiralty, while private yards built a substantial number of "Empire" ships for war service. The local factories contributed several million dollars' worth of war materials (chiefly rubber footwear, electric torches and textiles) which went to the Middle East.

#### **Gifts**

Up to the time of the Japanese attack the Government of Hong Kong had sent the United Kingdom Government £200,000 towards the war effort. Private individuals gave £168,890 for the purchase of aircraft, and £30,841 for war charities. Interest-free loans from private sources amounted to £17,500.

The pre-war defence contribution of \$6,000,000 (about £400,000) per annum towards the cost of the Imperial garrison in Hong Kong, was also continued.



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